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TakingItEasy

Some town aldermen didn't have much to worry about and decided that **the town's gumball machines** were easy targets for terrorists to poison their community, so the town's been engrossed in a study since April. They checked all 800 gumball machines in the town and got rid of 100 that were unlicensed. They are due to report to the mayor by January 1st. The mayor has been mildly supportive of the project in contrast with the police chief who said that the chance of winning the lottery is greater than that of being victimized by a terrorist's gumball.

In England, a constable was being investigated and it turned out that he had **merely committed errors**—not fraud—on his expense account (the discrepancies came to less than $200). The investigation itself cost the equivalent of about $100 million.

A guy robbed a bank and was arrested outside it. When he was taken back inside to be identified, he shouted to the employees, **"You ruined my life!** I told you not to call the police!"

Nepal Airlines was having technical problems with one of its two Boeing 757s. After **they sacrificed two goats** to appease the Hindu sky god, they announced that the problem had been fixed.

It seems some people will do just about anything to get into the *Guinness Book of World Records*. This guy has a leg hair **5 inches long** that surpassed the former record of 4.88 inches. He said his prized hair is growing amidst other normal-length hair and that he has been treating it with conditioner to keep it strong for the measuring.

Representatives of a province in Papua New Guinea **begged the forgiveness,** formally, mind you, of the Jiji High Commissioner for the PNG tribes' killing and eating missionaries who had come to preach Christianity. So much for spreading the word.

A man wanted to put his father in a nursing home but thought that only a hospital could assign his father to one. Giving thought as to how he could accomplish getting his father into a hospital, he came up with the perfect solution: **he smacked his father in the head** with a hammer.

Here's another *Guinness Book of World Records* bizarre feat. This guy **typed out** the written number "one" through "one million" over a period of 16 years from 1983 to 1998. He said he typed for 20 minutes at the beginning of every waking hour during that time because he "wanted something to do."

You gotta follow the letter of the law. A Department of Corrections fired three jailers. It seems the jailers locked up a woman in the men's detention unit despite her protests and despite a formal strip search and despite observing her in the shower. They said **a paperwork error** listed her as a male and they could not change that.

This guy had been trying to fix his car for two weeks. The last thing he had to do was loosen a lug nut on the wheel, but it was a stubborn lug nut and wouldn't budge. So, being bound and determined to get it off, **he blasted the wheel** with a 12-gauge shotgun. And in so doing he peppered both his legs with .00 buckshot and debris and sustained some injuries as high on his body as his chin. He was in such pain and shock that he couldn't make a statement to the deputies.

Young people in Japan are taking a liking to mayonnaise so much that a Japanese man has opened a mayonnaise kitchen restaurant and has included on his menu several **mayonnaise-flavored cocktails,** including the "Maygarita."

It's happened right here in our health-conscious U.S. of A. Health officials issued complaints against a Chinese restaurant after an employee was seen **preparing the day's garlic** in back of the building by stomping a large bowl of it with his boots on.

A man was **convicted of masturbating** in a university library in Canada. He said, "I was just sitting at a computer, downloading a few things and I got a little horny. . . I do it all the time." He was put on a six-month probation and is not allowed to masturbate in a library—or any other public place—for those six months.

Here's an odd factoid: Some finance professors in Denmark came to the conclusion that a company's profitability usually falls following a death in the CEO's immediate family. But, they found that profitability slightly increased if the CEO's mother-in-law died.

A man challenged the suspension of his driver's license, saying that his blood-alcohol reading (0.13) was not properly obtained. State law (New Hampshire) calls for two readings, with the second 20 minutes after the first. He claims that his second test was given too soon. During the 20-minute period, **he said he had burped,** and state law requires the 20-minute delay to restart "following any vomiting, regurgitating, or belching." But a hearing examiner accepted the ticketing officer's testimony that the accused never "belched" but rather emitted only a "dry burp" which the examiner described as air emanating not from the stomach but from closer to the mouth.

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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 417 • MARCH 2008

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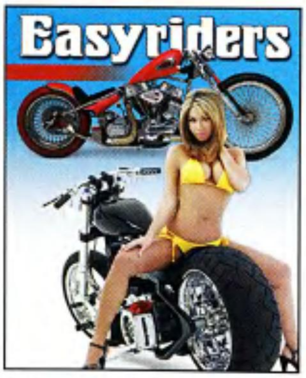

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Warren Lane's WL shot by Michael Lichter. Mitch Bergeron Custom and righteous Roxanne by Rick Hustead. Cover imaging by Adam Kobrin.

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WordMonger

Shorts and Sneakers

It's nice to see after all these years of publication that you guys have entered the 21st century and are now featuring bikes with owners wearing shorts and white sneakers. I couldn't believe in the November issue that you included (Page 98) a photo of an owner perched on a beautiful Evo wearing what appears to be a tennis outfit! Is the owner on his way to Sturgis or Wimbledon? We have a contest going on at the shop and I stand to lose $100 if you guys confirm that he's headed to Sturgis. My money is on Wimbledon.

Grumpy Old Biker
New Jersey

You and your bros are both wrong. The picture is of Steve Crump. He's 6 foot 7, weighs 310 and eats broken beer bottles for breakfast. We gave him your address and he's comin' over to show you his nice white sneakers up real close and personal like.

Help For A Reader

In your January 2008 issue, Ricky Hughes from Bonham, Texas, wants help with his James bike. He needs to go to Google, type in James Motorcycle and hit Enter. There are a lot of sites where he can get help for parts and more info on it.

Ramon Gonzales
Cyberspace

Thanks Ramon.

Oh My Gawd

Your December issue was awesome, but cute little Amber has to be the most beautiful cover girl you have ever featured. That body and smile cannot be beat. How about featuring her as a centerfold girl sometime soon?

Keep up the good work.

Biker John
Out There Somewhere

Thanks John. We're sendin' Amber over to your pad to act as a house mouse for the week.

Custom Fun

I'm not a great fan of your mag, but my boyfriend probably has every issue your company has ever produced. I've just entered the biker world at the age of 44

and find it quite bizarre.

I'm writing you to share his love for the ride and the rallies. He participates in the Myrtle Beach Rally as well as the Port Dover, Laconia and, of course, Daytona.

His love for the sport is why I'm writing. I'm not sure what it is you look for in choosing your models of the month, but am sure you get millions of photos every day. I'm sending you a photo to see if you're interested in adding a little class to your—well, let's say your questionable taste—magazine. My boyfriend would consider this an honor.

Tina
Cyberspace

What! No photos of your tits, Tina?

Sweet Centerspread

Man, just had to write about the sweetest centerspread you've had in many years (October '07 issue). What a doll, the sweetest, sly smile I've seen in years—and real tits, not ugly plastic. Let's have more like her—at least once in a while.

Meat Packer
Heyworth, Illinois

Loving Myrtle Beach

This is in regard to Grant Dalling's letter in the December '07 issue.

Yes, Grant, God Bless America. This is a wonderful country and you're right on the mark about a gathering of this magnitude. Now, here's the "but," maybe an adult bike rally is not the place for your three-year-old. Many local politicians have enacted ordinances against many traditional biker activities we've grown to love in town over the years, using such claims as young children being exposed to…oh my god…nekkid breasts. During 10 years of attending this event, the only kids there are taken there by the "bikers?"

Which brings me to my next point. It's bike week for christ's sake! A camper and golf cart? You make the trailer crowd look good with that one. If you really want to enjoy Bike Week and the fabulous places like Suck Bang Blow, you might want to ride a bike while you're there. Ride to Murrell's Inlet, Pauley's Island and North Myrtle, to see what they have to offer. It's 75 to 80 degrees and you're watching the world go by from a golf cart.

Finally, if you're going to bring the wife, don't be surprised and upset if she gets tired of sitting around in that golf cart and some biker shows her attention and she's ridin' away down the 17 By-pass headin' south. You don't bring sand to the beach!

Burt P.
New York, New York

Home Grown Bike Builders

First, I have to say that I have been an avid reader of your great magazine since its very inception. It is and always has been top-notch and completely in tune with whatever the current trends of the period may be. The bikes and babes are exceptional.

But as an owner of OEM Harleys all these 30-plus years, I often wish I could take full advantage of the fantastic assortment of aftermarket frames, trannies and fantastic engine packages that your magazine does such a great job of showcasing every month. I'd like to put together the bike of my dreams in my own garage as do many of your readers, I'm sure.

I think many faithful future backyard builders would greatly value an article on how to go about getting their dream machine that they spent so much blood, sweat and tears putting together, licensed and registered with their local Department of Motor Vehicles in the easiest possible way. Many of us are aware of the new EPA rules and have no idea how to go about getting that new dream machine licensed once it has been built. Since these are not kit bikes with a Blue Book listing, many of us are completely in the dark about this aspect of the process.

Finding the perfect parts and the perfect paint are the least of our problems now that Big Brother has stepped in. If you can't cover that topic in one article, at least do us the service of directing us to the info that could save us hundreds of dollars and headaches.

Fuzz
Davenport, Iowa

We've done articles about what the EPA regulations mean in past issues but we'd be happy to put together another article on how to register and insure your one-off custom. Keep an eye out for an article in a future issue. In the meantime, check out the Motorcycle Industry Council's Web site at www.mic.org for info on EPA regs. You can also check AMADirectlink.org, for all the latest AMA news.

Thanks

I can't thank you enough for the thoughtful care package. These magazines will last us for a while. And you know how to choose them. There is something in there for everyone here.

Attached is a photo of the current members of our team, but as you know, the soldiers here change out constantly. Our team is part of the Counter IED training Team from Task Force Troy. We travel around Iraq and train soldiers about the IED threat (aka: roadside bombs). So when we're on the road, magazines are what make the time pass quickly. Our team is made up of US Navy, Army and Air Force, British Army, Australian Army and Australian Navy. We have it all here. I couldn't ask for a better job. I help keep soldiers alive.

From left to right in the photo are: SSG Dustin Neace (USA), MSG Shannon Frey (USA), CDR David Hughes (Australian Navy), Chief Richard Patton (USN), Chief Jeremy Lynch (USN), SGM Jason Woodsell (Australian Army).

We all appreciate your generosity and patriotism.

Jeremy M. Lynch
Iraq

Our pleasure, brother. Come home safe.

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Lil' Red

All Hail The Neighborhood King

Warren Lane doesn't take a back seat to anyone when it comes to building motorcycles. Granted, brother Billy might be the best-known builder in Melbourne, Florida, but Warren, down in Miami, turns out some fine rides himself—and he does it just for fun. Warren's not in the biz, he just builds bikes like this one 'cause he likes to.

"I started this one for that big invitational bike competition that used to be up in the Carolinas," Warren says. That show is history now, but even before they pulled the plug, Warren could see the writing on the wall. He'd already started his bike, and although he thought about backing out of the deal, he decided, "What the hell," and finished up anyway—he pretty much had to. "I'd already dismantled another bike and had pirated the big parts for this one," he says. "El Rey had given up its engine, transmission and front end, so instead of having two piles of parts in the garage, I condensed it all into one." And that "condensing" is impressive.

Take the frame. The specs might read 1957 Harley-Davidson, but that's just a suggestion. True enough, Warren did start off with a '57 Harley frame but there's not much left of it now. The forged lugs are all that remain of that vintage original. Warren took his frame and built a jig to reference all the critical dimensions then he completely disassembled that Harley piece, removing all the original tubes from the factory forgings. He replaced everything with DOM 304 polished stainless steel. "There was a point in

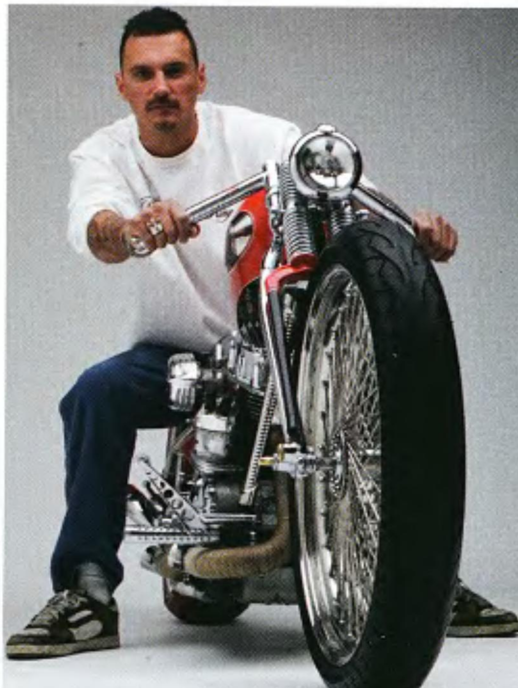
that process," he says, "when I had a neck forging and two axle forgings hanging in the air!" In that re-tubing session Warren also widened the tail a smidge to accept a larger tire and raised up those axle forgings to lower the bike 1-inch. He fiddled around with the seat post placement and seating position and, while he was at it, worked out a way to run the oil lines through the middle of that new seat tube.

Warren didn't leave the 1934 VL front end alone, either. While the rear leg is stock H-D, the front leg is handmade. It's a little longer and now works with a shorter set of springs. The 93-cubic inch panhead in the middle of all this is a parts mixture itself, a regular mongrel based on vintage Harley-Davidson cases.

Warren's equally handy at working the sheet metal. Those are '39 Lincoln Zephyr hood ornaments adorning the sides of his handmade tank, and if you get down on your knees and peek up, you'll see that the bottom is polished stainless. All the eyebrow detail on the bike is polished stainless, including the ribs running around the rear fender. Warren formed in some LEDs as a taillight. For a headlight he found a 1950 Nash spotlight; the taillight is a wing beacon from an old Cessna set into a custom housing whipped up from scrap exhaust tubing. An artist by profession, Warren did all this in his home garage.

While Lil' Red here never made it to that show, Warren's bobber bike is definitely show material. "It looks a lot different now," he says. Never one to leave well enough alone, Warren's added apehangers, made a totally different set of forward controls and he replaced that red Tomahawk rear tire with a more conventional one. "I'll probably repaint it sometime soon," he says. "Just for fun."

—Joe Kress



Owner: Warren Lane
City: Miami, Florida
GENERAL
Designer: Warren Lane
Fabrication: Warren Lane
Year/make: Special Construction
Model: WL Bobber
Assembly: Warren Lane
Time: 3 months
Chroming: SPS
ENGINE
Year/make: various/H-D
Rebuilder: Warren Lane
Displacement: 93 cubic inches
Ignition: Morris Magneto
Cam: Sifton 540
Carb: S&S
Air cleaner: Goodson
Pipes: Warren Lane
TRANSMISSION
Year/make: 2006 home-assembled
Shifting: 5-speed, jockey
PAINTING
Painter: Johnny Westwood
Color: Viper Red
Type: BASF
FRAME
Year/make: 1957 Harley-Davidson/custom
Type: rigid
Rake: 35 degrees
ACCESSORIES
Handlebars: Warren Lane
Handlebar controls: limited
Fenders: Lucky's/Warren Lane
Headlight: 1950 Nash
Taillight: 1954 Cessna
Speedo: none
Pegs: Warren Lane
Foot controls: Warren Lane
Gas tank: Warren Lane
Oil tank: Warren Lane
Seat: Warren Lane
Mirrors: Warren Lane
Grips: Warren Lane
FRONT END
Type: H-D/1934 VL
Builder: H-D/Warren Lane
WHEELS
Make: custom laced, 120-spoke
Size: 23-inch front, 17-inch rear
Tires: V-Rubber front, Tomahawk Red rear
Brakes: Exile
Photos: Michael Lichter
Contact: Warren Lane; 305-496-8716

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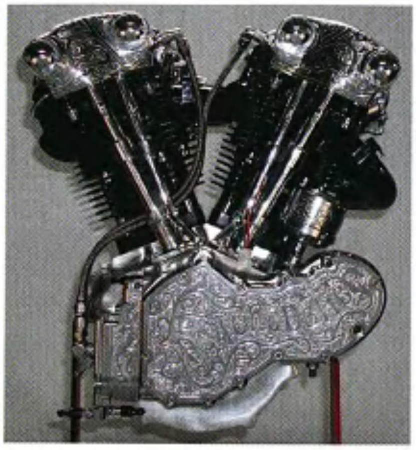
Clint's are only $1 each or $5 for six. Go to www.clintscigars.com or call 800-441-0560 for info.

Accurate Engineering breathes new life into old motors

Motorcycle engine specialist Accurate Engineering builds or rebuilds V-twin engines to uncompromising standards. Each one of them is built with customer's direct input. This way the builder can provide you with the correct build for your needs, whether it's for touring, daily riding or performance applications.



AE can also work with special requests such as fine, filigree-style engraving, as shown here with a 103-inch knucklehead built for Covington Cycles. The other motor displayed is a panhead that was built for Larry Curik and features billet aluminum cylinders.

Call Accurate Engineering at 334-702-1993 for details or visit the Web site at www.accurate-engineering.com.

RSD Tracker 2-into-1 system

Roland Sands Design has teamed up with Vance & Hines to introduce a stylized, black ceramic 2-into-1 exhaust system. This system fuses RSD styling and design with Vance & Hines racing performance. Beautifully hand-welded, the 2-into-1 headpipes are race quality and are finished with high-temperature, black ceramic coating. Carefully detailed and drilled chrome heat shields are used to give the set-up a minimalist and sleek appearance, and a chromed billet drilled exhaust tip with the RSD mark adds the perfect finishing touch.

The exhaust is manufactured by Vance & Hines. It fits '07-'08 Softails (1-800-0667) $699.95 retail; and '86-'06 Softails (1-800-0668) $674.95 retail.

See your Drag Specialties dealer for details or go to www.dragspecialties.com.

Affordable primary offset kit for big-tire Softail applications

Heartland USA is now offering a 1/4-inch primary offset kit for 2007-and-newer Harley-Davidson 6-speed models. This offset kit moves the primary outward 1/4 of an inch and replaces the stock transmission pulley with a 1/4-inch offset steel pulley. This allows the use of tires up to a 250mm on a stock Softail frame with the stock 3/4-inch belt.

All mounting hardware is included. For added value, Heartland USA includes a complete set of chrome cap socket

bolts for the outer primary to finish off a great look.

The kit retails for $449. Call Heartland USA at 310-822-2697 for details or go to www.heartlandbiker.com.

Sight gauge kit

Kirk Taylor of Custom Design Studio now offers a nifty fuel/sight gauge kit for vintage bike enthusiasts. Now you have all the pieces in one convenient package to make this installation a breeze. The kit include 1/8-inch NPT threaded bungs to be welded to the gas tank, two 90-degree fittings and a clear line that will serve as your fuel or oil gauge.

Go to www.customdesignstudios.com for information or call Kirk Taylor at 415-382-6662.

Liberator pegs by Küryakyn

Escape the tyranny of mundane pegs with Küryakyn Liberator Pegs. These pegs are barrel shaped and are chromed for good looks and durability. They feature perforated rubber pads and are ready to defend freedom everywhere thanks to their WWII fighter plane styling cues. Küryakyn's Liberator series includes footpegs, pegs with stirrups, a shift peg and a brake pedal pad.

Call 866-277-9598 for info or see www.kuryakyn.com.

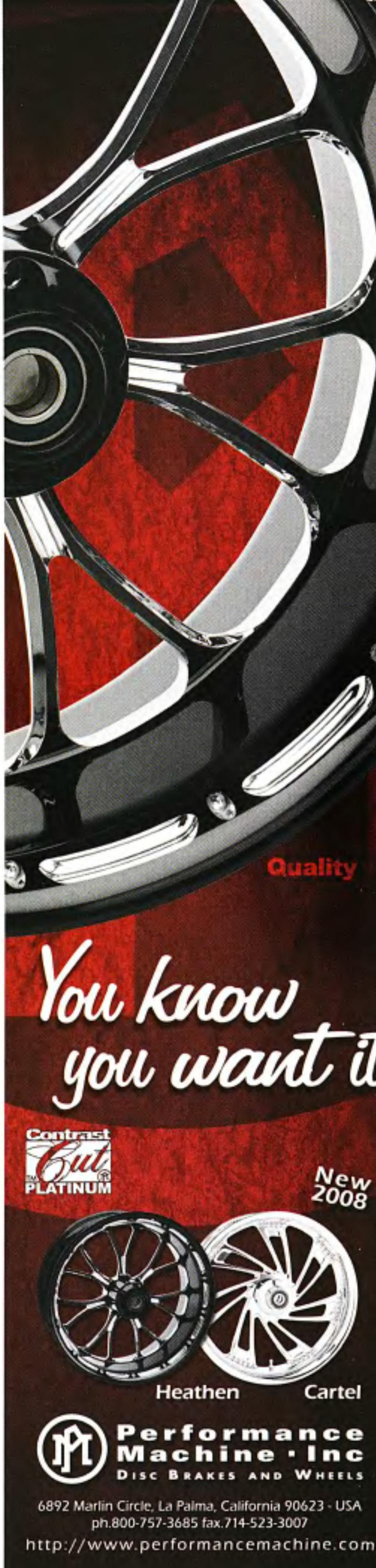
Küryakyn Spun Blade spinning axle caps

Take a trip back in time and set your bike apart from the rest. Reminiscent of the great Mustang fighter planes, these spinning blades give the illusion of flight. The chrome-plated blades start to spin when the bike reaches 25 mph. Choose a Zombie center cap to add that additional cool factor to your bike.

Call 866-277-9598 for info or see www.kuryakyn.com.

EFI turbo kit for Sportsters

Trask Performance has devised an EFI turbo system for '07 and '08 Sportsters. Sold as a complete bolt-on kit, it can be installed by any competent mechanic. Once installed, Trask reports 113.3 horsepower at 6200 rpm with 110 foot-pounds of torque from an otherwise stock '07 1200R. Each turbo kit comes with a highly-modified Garrett GT Series



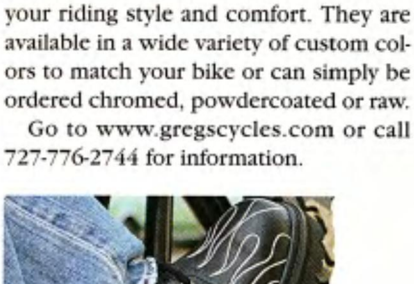
turbocharger, billet plenum with built-in velocity stack, billet breathers, ceramic or chrome pipes, hi-flow injectors, and a high-performance clutch spring. Trask turbo systems retail for $4995. Go to www.turboyourharley.com or call 623-879-8488 to find out more.

Wicked bars by Greg Rice

Known for his custom motorcycles and DeepSickness front ends, custom bike builder Greg Rice introduces the new Wicked handlebars. These bars are designed with a unique tri-point shape and are offered pre-drilled for external wiring or ready for internal wiring.

Standard bars measure 32 inches end-to-end with a 6-inch rise. The risers can be made longer or shorter, tailored to your riding style and comfort. They are available in a wide variety of custom colors to match your bike or can simply be ordered chromed, powdercoated or raw.

Go to www.gregscycles.com or call 727-776-2744 for information.



SickBoy kicks are sick

The new SickBoy is an all-leather shoe with embossed flames for a long-lasting finish. They come in men's sizes as well as women's sizes. SickBoy shoes make a statement wherever you stomp.

Go to www.sickboy.com to see more of these here cool shoes.

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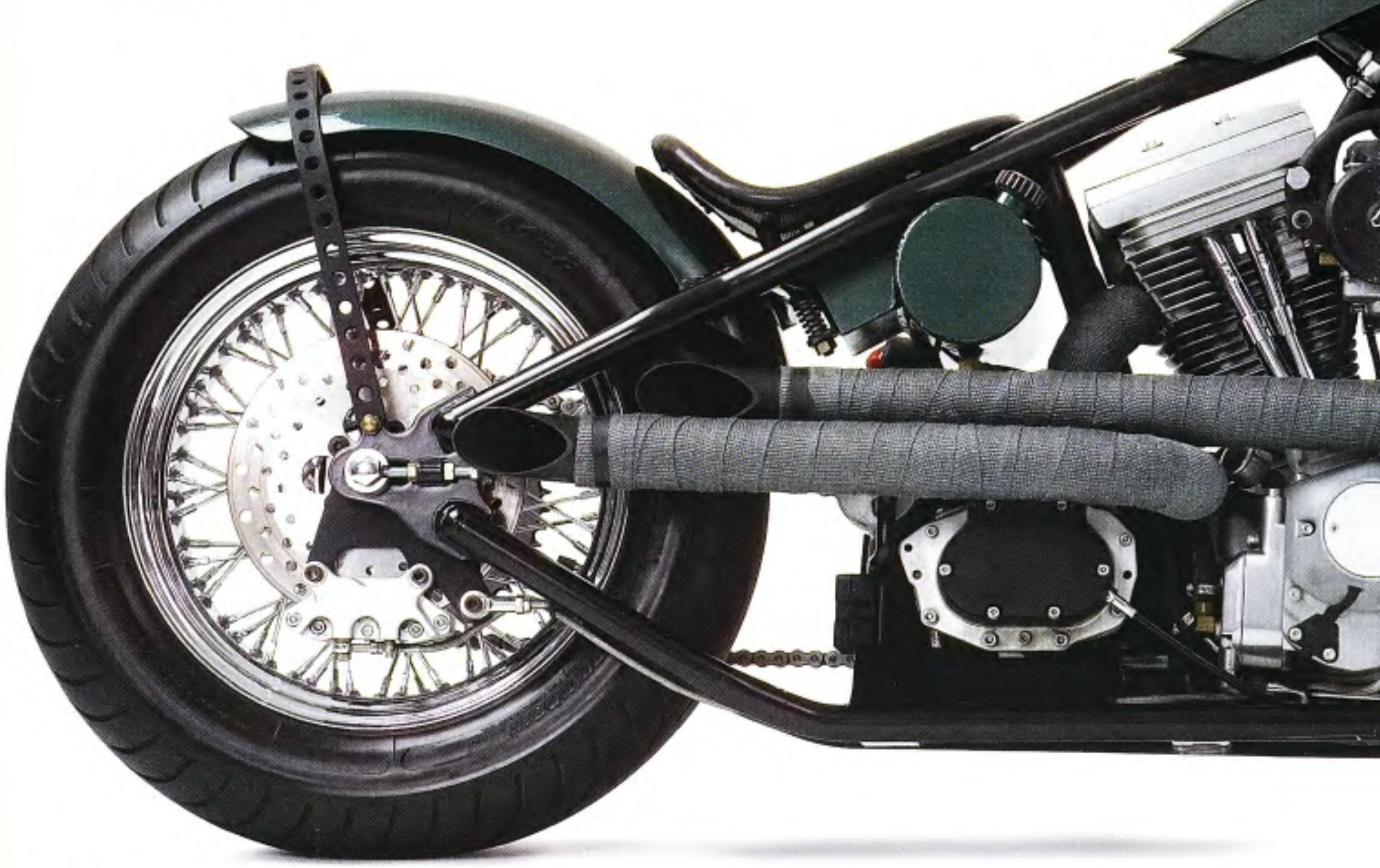
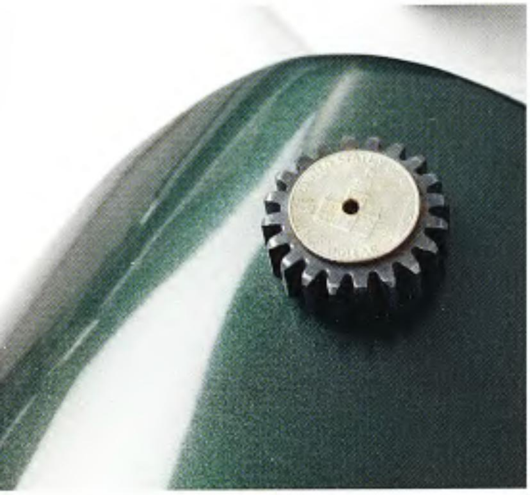




It's the dynamite gas tank. No, it's the sano-shaved FXST legs. No, it's the gnarly metal fender strap. Could be the anti-chrome attitude and dark forest green paint? Could be the wrapped dragster pipes? In any case, the bike's got true grit. It reaches out and grabs you...makes you want to grab those drag bars, drop the hammer and lay down some smoke.

This bike hunkers down in a shop called TPJ Customs in the NorCal town of Lodi. Just about everything seen here was made in-house by TPJ's honcho Brian Schimke, including the gas tank, oil bag, pegs, taillight, air cleaner and pipes as well as the extra stout forward controls and special sprung seat.

Brian says it all began after hammering out a bunch of customers' bikes, at which point he realized he wouldn't mind making something for himself for a change—a bike that could illustrate what TPJ was all about. "It was exactly what I wanted, what I personally think a bike should look like, something to take to shows and something to ride the crap out of."

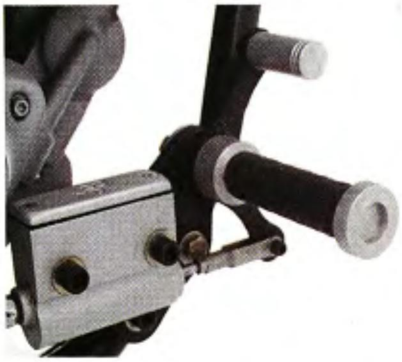
He started out with an Independent rigid frame because he liked the rake and style and its sporty stance, then went about adding some extra beef

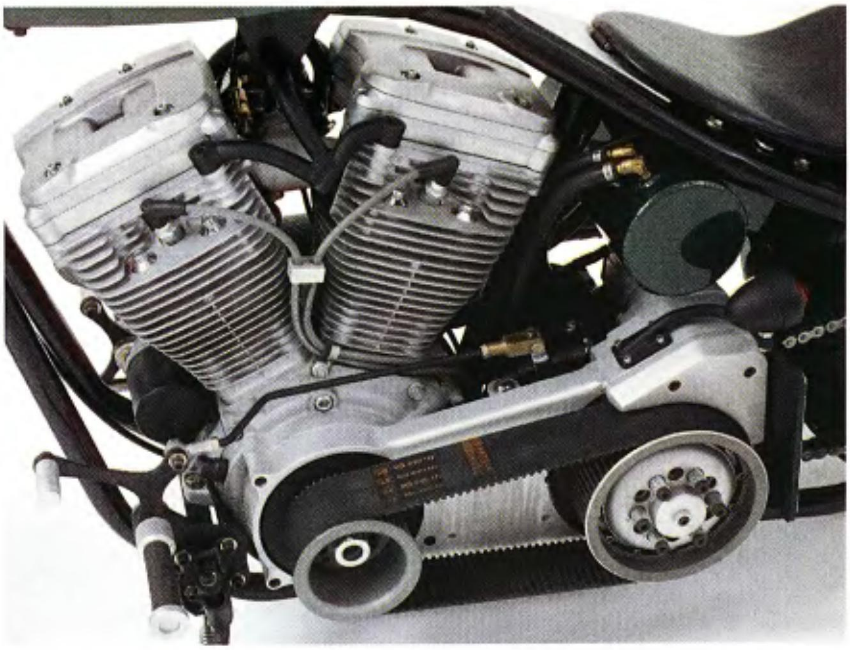
Mean Green Machine

TBJ Customs' No Frills Flyer

including additional neck gussets and transmission plates. "Once it was a rolling chassis, I was shaking my head for a while until I came up with the design for the tank, which kind of made the rest of the bike. Every bike we make has a unique tank on it. One of my customers, a jet pilot, said it reminded him of the stealth fighter's lines."

The tank is also functional since it carries 3 1/2 gallons of fuel—good for 120 miles of cruising. For ridability and reliability, TPJ plugged in an 80-inch Harley crate motor and then wrapped the open pipes to help deal with the heat and add





some dragstyle flair. "It has great power to weight ratio and really snaps when you twist the throttle." As for that rowdy looking rear fender strap, it's actually welded to another flat bar strap that runs down the center of the fender. "You can hold a passenger very easily. It's the bike my wife, Kelly, and I ride on. No pad, she just wears nice, soft pants," laughs Brian.

While it's pared down to essentials, since it's a rider, Brian added some "comfort zones" including a hidden-spring seat that runs through the frame and is mounted on the oil tank. "I call this rigid my bagger, since with the seat it's got the most suspension." As a result, you can sit in the saddle for a considerable period of time. Last year Brian rode the bike 900 miles in a single day on the way to Laughlin. "I built this bike to be indestructible and it's never skipped a beat."

Brian's "Mean Green Machine" was on display at the Sacramento Easyriders Bike Show and will be running around Sturgis next year! *—Paul Garson*

Owner: Brian Schimke/TPJ Customs
City: Lodi, California

GENERAL
Designer: Brian/TPJ Customs
Fabrication: TPJ Customs
Year and make: 2005 TPJ Custom
Model: rigid
Assembly: TPJ Customs
Time: 6 months
Chroming: none

ENGINE
Year: 2007 Harley-Davidson
Model: Twin Cam B
Ignition: Dyna 2000i
Displacement: 80 inches
Lower end: Harley-Davidson
Balancing: factory
Pistons: stock
Heads: stock
Cam: Harley-Davidson
Lifters: stock
Carb(s): Harley-Davidson
Air cleaner: TPJ Customs
Pipes: TPJ Customs
Transmission: RevTech 5-speed
Modifications: close ratio
Shifting: foot

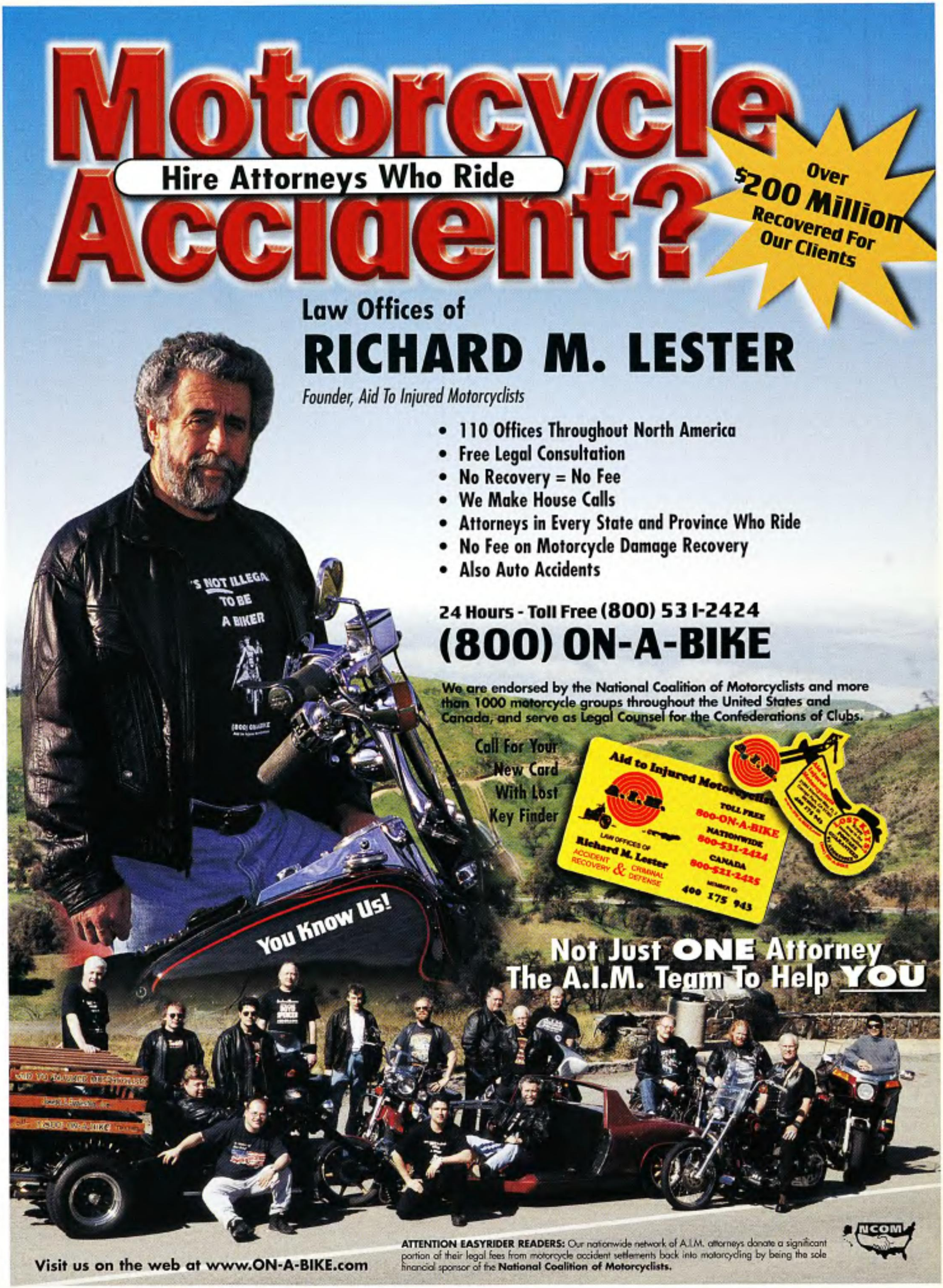
PAINTING
Painter: Dom Weatherford/TPJ Customs
Color/Type: forest green
Special paint: metallic

FRAME
Year: 2005
Builder: Chrome Horse/TPJ Customs
Type: rigid
Rake: 34 degrees
Stretch: 4 inches
Modifications: TPJ Customs/beefed up

ACCESSORIES
Bars: TPJ Customs
Handlebar controls: JB
Fenders: TPJ Customs
Headlight: Headwinds
Taillight: TPJ Customs
Pegs: TPJ Customs
Electrics: TPJ Customs
Gas tank: TPJ Customs
Oil tank: TPJ Customs
Oil system: Harley-Davidson
Seat: TPJ Customs
Grips: Flyrite

FORKS
Type: Harley-Davidson FXST
Extension: 2 inches
Builder: Harley-Davidson/TPJ Customs

WHEELS
Size: 21-inch front, 16-inch rear
Wheels: wire
Tires: Avon
Brakes: PM
Photos: Rick Hustead
Contact: TPJ Customs
209-339-7043
www.tpjcustoms.com



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NCOM

TalkingTech

A LITTLE MORE TOP END

I am rebuilding a 1979 Sportster and have a couple of questions. I have no damage or scoring to my cylinder walls and the pistons and rings look okay. However, I have decided to replace the pistons and rings. Do I replace these with the standard size? Is there anything I need to do to the cylinders when I put them back together? I could use some tips on resetting the timing too.

Jay Roberts
Port Richey, FL.

Dismantle your top end and take it to a shop that specializes in machine work on Harley-Davidson engines. The machinist will measure the pistons and cylinders, inspect the cylinders for wear, and determine whether they need to be bored for oversized pistons or just honed to give new rings a good break-in surface. Engine builders often use oversized rings and file or grind the ends to obtain the correct end gap, although some ring manufacturers recommend against that. You will have to measure the end gaps to ensure they fall within spec. Set the timing by the book, meaning a genuine Harley-Davidson Service Manual that covers 1979 Sportsters.

RUBBER WOES

What's a guy supposed to do for tires when the best available are only good for 150 mph? Thanks.

Charley Price,
Berdoo

Either go slower or check out sportbike rubber. The UJM manufacturers all have at least one model that will pull an honest 185-190 MPH with no bullshit factor. Most of the rubber for these models is available only for 17-inch, or, in some cases, 18-inch rims, so you will probably need to change wheels. Make friends with a local machinist and shop eBay for suitable Japanese sportbike parts, as from a Hayabusa, Blackbird, or large-displacement Ninja ZX.

ROAD KING BURP

I have been riding and working on Harleys since 1975. I do all of my own work except for bottom ends and am pretty good at troubleshooting. I went against my better judgment and bought a 2001 carbureted Road King. It has been a good motorcycle, but it has developed an occasional misfire that I can't find the cause of. It just dies for a second or two and comes back to life. The lights don't flicker. I have not been able to guess whether the problem is electrical or related to the fuel supply. I did replace the stock vacuum petcock with a Pingel after this started.

Rocky
Cyberstalker

I hate intermittent problems, I really do. The best thing I can think of for narrowing it down to fuel or ignition is to wire a 12 volt LED or light bulb into the ignition circuit and mount it somewhere in your field of view. If the ignition is failing, the light will go out when you have a misfire. If not, look at the fuel system—a vent problem, crud in the gas tank, petcock or float bowl, or maybe a little water in the gas. Your dirty little gremlin bastard is probably electrical and somewhere around the coil. Separate the harness connector at the coil and take a close look inside. I'm betting you'll find that the 12V pin is corroded or broken.

COLD BLOODED

I have just put a Mikuni HSR42 carb on my 1993 Dyna. I love it but I haven't been able to get cold starting figured out yet. The Dyna always starts, but I have to grind away on the starter for twice as long as I did with the stock CV. The bike runs great and appears to be jetted and tuned correctly according to the Mikuni instructions and FAQ's on the Web site. I have the idle set at about 1,200 rpm hot. Any lower than that and the bike won't start at all when it's cold.

Bob R.
Internet Bandit

Pop the air-filter cover off, give the throttle a good yank, and be sure the accelerator pump is injecting a healthy spray of gasoline towards the engine. It should hit the needle in the middle of the bore. If the pump's not putting much out, adjust it according to the carb instructions. If the spray is off-center, carefully grab the pump nozzle with a small pair of needle nose pliers and re-direct it. You may need a higher idle speed for cold starting. When you park the bike for the day, re-set the idle speed to about 1,500 rpm before turning it off. To start it the next morning, give the throttle two good whacks to prime the engine with the accelerator pump, engage the enrichener, and hit the button without doing anything to the throttle. The idle will increase as your Dyna warms up, but re-setting it to the recommended 1,000 RPM should be a breeze with the flexible idle speed adjuster, not to be confused with the mixture screw.

REBUILDIN' TIME

With 152,000 miles on it, my 1987 Softail deserves a rebuild! I purchased it new, and it has been the best bike I've ever owned. I want to keep the stock cases and VIN, but I would like to get a little more "oomph" out of it than I did with just pipes, a Super E and an Andrews EV3. I travel a lot and usually with my wife, so any changes I make must not affect the bike's reliability.

Oldtimer
Out There, Somewhere

You can either stick with the stock displacement and add more cam, compression and head flow, or add more displacement. Your Super E should work fine with a moderate displacement bump, but you'll need a different cam and better heads to take advantage of it. You'd get more power with a big-bore stroker kit, but the additional cost of the jugs and crankcase machining would add several hundred bucks to the cost of a stroker kit alone. Considering the limitations you've mentioned, I'd probably go with a S&S 89-cubic-inch kit, or a similar one from JIMS. The kit includes a Super E carb, which you won't need. It also includes 4 5/8-inch stroker flywheels, S&S's .561 cam, adjustable steel pushrods and all the gaskets and hardware needed to put everything back together. You'll need to order pistons separately, according to the overbore needed to clean up your stock cylinders. With 150,000 miles on your bike, I'd also look at rebuilding the bottom end while I had engine apart, regardless.

—Tom Johnson

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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Easynews

If it's of interest to bikers, we'll print it.

It's Sweepstakes Time!

EASYRIDERS SWEEPSTAKES WINNER!

Photo: Karla Hajek

It's that time of year again, time for the Easyriders Sweepstakes! You can win a brand spankin' new Harley-Davidson or other great prizes just by enterin'. Don't believe you can win? Just ask Karla Hajek of Clinton, Connecticut. She mailed in an entry and took home the Grand Prize in last year's Sweepstakes. You can too. Check out the ad on Pages 49 to 52 and enter today. Plus, check out our killer deal on all our Paisano Publications titles. Save big dough on subscriptions to *Easyriders*, *V-Twin*, *In The Wind*, *Biker*, *Tattoo*, *Tattoo Savage*, *Tattoo Flash*, *Tailgate* and *RebelRodz*. Do it now, dammit! Don't wait, it's 2008, time to win your dream bike thanks to your pals at *Easyriders*. *—Phantom*

Industry News

ANOTHER DAM MOTORCYCLE

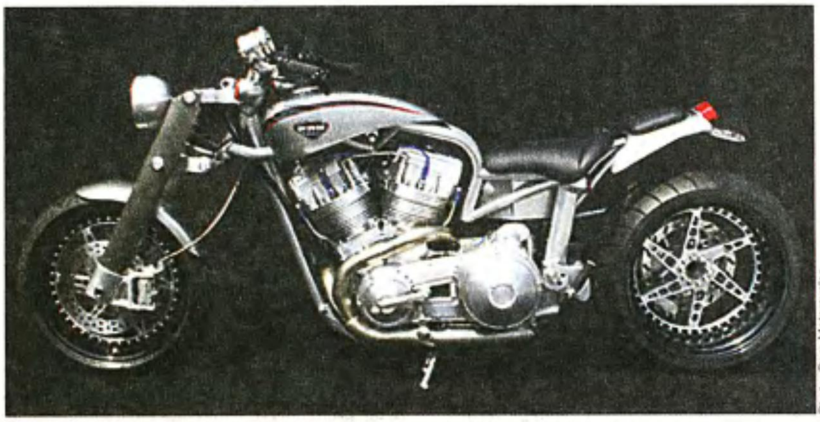
Photo: Dam Motorcycles

In a time when motorcycle sales have slowed in America, it seems less than a perfect time to launch another new motorcycle company, but the folks at Delaware American Motors (DAM) are ready to launch their new DAM Tech Twin American 13C.

The initial production run will be limited to just 13 bikes. The number was chosen to represent the 13 stars on the first U.S. flag, standing for the 13 original colonies that rebelled against British rule and became the first 13 states of the United States of America. Ooo, we love rebellion.

Each motorcycle will be handmade and include special features, like the DAM APEX chassis and 127-cubic-inch CAM billet engine. The frame is designed to carry five quarts of oil, and the handmade exhaust is inspired by NASCAR. Further racecar technology can be found in the use of a Penske Racing developed shock in the Girder front end.

We can just imagine their ad campaign, "The best DAM motorcycle on the road," or "If it's a good motorcycle, it's a DAM motorcycle." We wish them luck. Maybe they debuted their bike on Guy Fawkes Day, November 5th. What better way to stick it to the man and stand up for liberty?

For more information, please visit www.dammotorcycles.com. *—V*

Special Recognition

KUDOS TO AMERICAN LEGION RIDERS

Photos: Courtesy Doris Song/The Gyp Hill Premiere

The heartbeat of Medicine Lodge, Kansas, is steady. Located at the intersection of Highway 160 and Highway 282, the rhythm is occasionally broken by squealing tires, a siren, or truckers slowing as they pass through town. When the American Legion Riders from Post 69 gather together in preparation for a "welcome home" ride, the heartbeat of this town accelerates to match the tempo of the

CONTINUED ON PAGE 28

American Legion CONTINUED

group. Roaring engines and flags whipping in the wind command the attention of bystanders long before the motorcycles come into sight. Spectators show their appreciation for the mission of the American Legion Riders by waving, nodding or standing up straight with their hands placed over their hearts.

The mission of these riders is to show respect, give honor and express gratitude to our soldiers for their time and sacrifice for our country. Many of the "welcome home" rides have been planned without the soldier's knowledge. The American Legion Riders arrive at the prearranged location, introductions are made, handshakes are exchanged, a flag is presented and a prayer for the soldier's safety is offered. This group also joins other chapters to ride at the funerals of soldiers in this area who have given everything for their country. Not only do they participate to show honor and respect for fallen soldiers and their families, but also to support and protect the families in their time of grief.

Whether the motorcycles are roaring through the streets to welcome a soldier home, doing a toy run for Toys for Tots, a parade, a fundraiser or accompanying a hearse to a soldier's final resting place, their hearts and their engines contribute to the healthy rhythm of Medicine Lodge. *—Doris Sorg*

Coast To Coast
Biker News

MICHIGAN LEGISLATURE VOTES TO REPEAL HELMET LAW, BILL NOW GOES TO GOVERNOR: A helmet law repeal bill has passed both houses of Michigan's state legislature, and supporters are mounting an intense lobbying effort aimed at Governor Jennifer Granholm who vetoed a similar measure last year citing safety concerns.

This year's version, House Bill 4749, was approved by the Senate by a vote of 23-15, and by the House 69-39, and is similar to a bill passed by both chambers in 2006 but with an "opt-out" clause designed to allow qualified riders over 21 to purchase a state permit allowing them to ride without a helmet ($100 for one-year permit or $200 for three years). The rider must carry at least $20,000 in first-party medical insurance, have been licensed for at least two years to operate a motorcycle or have completed a motorcycle safety course. Riders who do not purchase a permit and ride without helmets face a fine of up to $300.

"Modernizing Michigan's outdated helmet law will bring in much-needed revenue, jobs and investments," said Jim Rhoades, legislative director of ABATE of Michigan. "We urge the governor to put aside her personal objections to modernizing Michigan's helmet law."

ABATE of Michigan and the Confederation of Clubs of Michigan are among the groups that support the helmet law modification bill, arguing that helmets offer little protection and hurt tourism and pointing out that revenue from the sales of permits would generate an estimated $15-20 million a year for the cash-strapped state.

State Representative Barbara Farrah (D-Southgate), who sponsored the legislation, said 30 other states, including all of Michigan's neighbors, allow some form of helmet-free riding, giving them an edge over Michigan in attracting tourism dollars from out-of-state motorcyclists.

The governor will have 14 days to sign or veto the bill when it hits her desk, or let it become law without taking any action, but proponents of the legislation intend to further lobby the governor for her support before sending the bill to her office.

Concerned riders are being urged to contact Governor Granholm at 517-335-7858 to request that she sign HB 4749 into law.

"I have a domestic problem. The bitch stole my beer!"

FEDS ANNOUNCE CAMPAIGN TO CURB RIDER FATALITIES: To combat the rising trend of motorcycle injuries and fatalities, U.S. Secretary of Transportation Mary E. Peters recently announced a comprehensive new federal initiative to improve motorcycle safety with more rider education and training, tougher standards for helmet certification labeling, law enforcement training, and road designs that consider motorcycle dynamics.

Secretary Peters—an avid motorcyclist herself—also released a television public service announcement promoting rider safety and use of personal protective gear, referring to her own crash on a two-lane highway near Tucson in 2005 when she suffered a broken collarbone.

Peters said the motorcycle safety initiative will create new national safety and training standards for novice riders, curb counterfeit helmet labeling so that consumers can be certain they are buying DOT-certified helmets, place new focus on motorcycle-specific road improvements, and provide training to law enforcement officers on how to spot unsafe motorcyclists. In addition, Peters said, the plan includes a broad public awareness campaign—including the PSA—on safe riding techniques.

HONDA BAGS INTERNATIONAL SAFETY AWARD: Honda engineers were honored for their contributions to the development of vehicle safety systems at the 20th International Technical Conference on the Enhanced Safety of Vehicles held earlier this year in Lyon, France.

Honda development engineer Satoshi Iijima was recognized at the safety conference for his research into motorcycle crash safety and the development of new devices, including the first motorcycle airbag system. His team began their research into motorcycle airbags in 1990, and Honda's flagship tourer, the GL1800

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Biker News Continued

Gold Wing, in 2006 became the first production model to be equipped with this airbag system.

SURVEY FINDS MOTORCYCLE OWNERS AT HIGH RISK FOR THEFT: Motorcycle theft rates are at their highest levels nationwide, and continue on the rise. According to the most recent figures by the National Insurance Crime Bureau (NICB), 71,523 motorcycles were stolen in 2006, and motorcycle theft has risen a full 137 percent since the year 2000.

LoJack Corporation in cooperation with the NICB conducted an online "Motorcycle Theft Prevention Fitness Test" geared to gauge the theft exposure for motorcycle enthusiasts, and found that a full 67% of motorcycle owners who responded to the survey are at a high risk for theft because they are not taking necessary precautions, such as securing their bike to an immovable object when parked in a lot or garage, and arming their bikes with theft deterrents.

Respondents did score well, however, when it came to applying good common sense theft protection measures, such as parking in a concealed area at home, parking in a well lit area in a garage/parking lot, and never leaving keys on the their parked bike. More anti-theft steps are detailed on their Web site.

VIETNAM TO IMPLEMENT HELMET LAW: Vietnam has one of the world's highest traffic fatality rates, with 14,000 deaths recorded last year—most involving the ubiquitous motorbike, which constitutes over 90% of the vehicles in this country of 85 million people who own 1 million cars but upwards of 20 million motorbikes, and only 3% wear helmets.

The roads are also some of the most hazardous on earth. Few drivers look before pulling into traffic. Speeding, weaving, underage driving and drunken driving are common. With Vietnam's traffic fatality rate at about 27 per 100,000, it is nearly double that of the United States and among the highest in the world, according to the World Health Organization (WHO). Few people bother with helmets, saying they are hot, bulky and unfashionable. But by January 1, everyone will be required to don the so-called "rice cookers" as the government launches a renewed effort to implement a mandatory helmet law for all riders on all roads.

But enforcement won't be easy. When Vietnam tried to impose a helmet law in 2001, angry riders protested and the government backed down after the law was deemed unenforceable.

This time the effort to force riders to strap on helmets is being bolstered by a WHO-supported project that will channel $860,000 into Vietnam for prevention programs focusing, in part, on increasing the use of motorcycle helmets. The WHO project is part of a two-year, $9 million grant made by the Bloomberg Family Foundation in 2007 to implement measures to reduce traffic deaths and injuries in countries around the world. Prevention programs will be piloted in Mexico and Vietnam, with a focus on increasing the use of motorcycle helmets, seatbelts and child restraints, reducing drunk-driving, and improving the visibility of pedestrians, cyclists and motorcyclists.

CHINA SOUTH DECLARED WORLD'S LARGEST MOTORCYCLE MAKER: According to Chinese news agency Xinhua, China's state-owned automotive company China South has emerged as the world's largest motorcycle producer with an annual production capacity of five million units.

The company's products are sold in over 100 countries under the brands Jialing, Jianshe, Dayang and Jinan Qingqi. China South is a state-owned enterprise under the management of the "state council of the Chinese cabinet" and is involved in the military and national defense industries. According to the report, the assets and sales of China South are in excess of $12.66 billion.

China expects to make 21 million two wheelers a year by 2010, up from 17 million nationwide in 2005, while the world's second largest motorcycle market in India expects to produce 15 million motorbikes a year in 2010, up from 6.7 million in 2005. By comparison, Americans own around 7 million motorcycles and buy just over 1 million new bikes per year. American motorcycle manufacturer Harley-Davidson produced about 350,000 motorcycles last year.

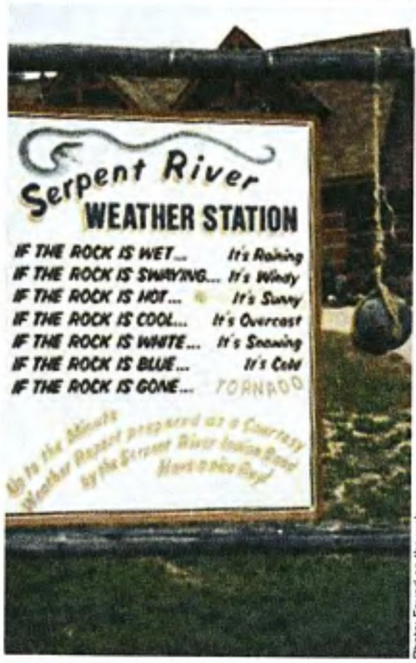


Photo: Found on the web.

Today's biker forecast.

LONE STAR STATE TO HOST 2008 NCOM CONVENTION: The 23rd annual NCOM Convention will be held Mother's Day weekend, May 8-11, 2008 at the Sheraton North Houston—George Bush Intercontinental Airport, located at 15700 JFK Boulevard in Houston, Texas, and this is expected to be the largest gathering of motorcycle rights activists ever!

Hosted by ABATE of Texas, the Texas Motorcycle Rights Association (TMRA-II) and the Texas Confederations of Clubs, this annual gathering will draw nearly 2,000 bikers' rights leaders from across the country to discuss topics of concern to all riders. Meetings, seminars and group discussions focus on safety issues, legal rights, legislative efforts and litigation techniques to benefit our right to ride and freedom of the road.

All motorcyclists welcome. For further information about the 2008 NCOM Convention, contact the National Coalition of Motorcyclists at 800-525-5355 or visit www.ON-A-BIKE.com.

—Bill Bish, NCOM

POW-MIA FOUNDATION

WE CAN NEVER FORGET

In today's culture we are prone to quickly forget our past. However, there's a group out there that refuses to forget and is assisting the families of our fallen sol-

diers in a very special way. It's called the POW-MIA Foundation, and its founder is Barry Minnich.

Inspired by the close relationship Barry had with his now deceased father in law, Barry formed the Foundation to assist families of not only the Vietnam War, but of later and current conflicts as well.

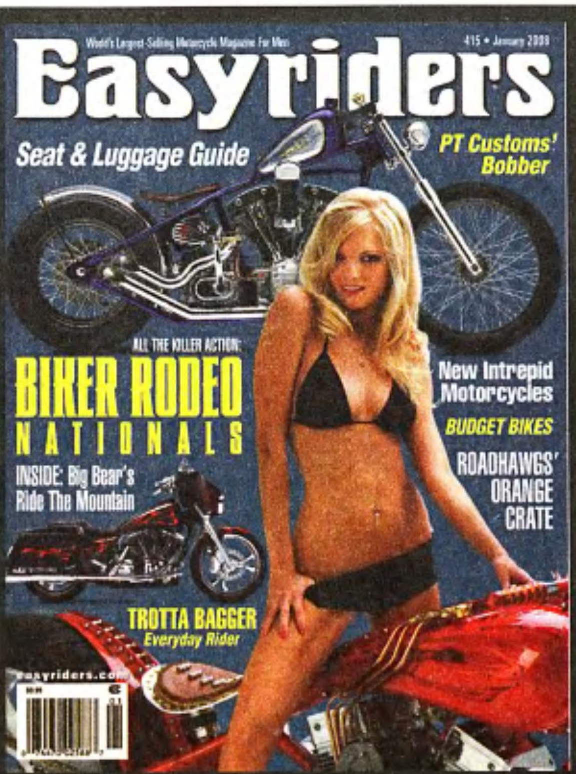
"My father-in-law was a Vietnam veteran," begins Barry. "During one of his tours he was stationed on a Destroyer that was commissioned to carry the bodies of fallen soldiers home to the States." After hearing many of these stories from him and from other vets and their family members, Barry, also a veteran, along with his partners, formed the Foundation.

"One of the Foundation's missions is to send financially strapped families with a loved one's name on The Wall to D.C., so they can visit," says Barry. "We buy their plane ticket and put them up in a hotel give them money for food and allow them to have some sort of closure." Assisting the soldiers and families of those that are currently serving, the Foundation is setting up to provide them with support and, hopefully, financial aid they may be lacking until those serving return home to their families.

"I feel this is my chance to try my hardest to give back to the military families that have done without for years while their families serve and, at times, pay the ultimate sacrifice. I've had the pleasure to meet with Mrs. Michael Hoff, who is the lady that helped design the POW-MIA flag [*the silhouette on the flag is that of Mrs. Hoff's husband a Vietnam MIA*], as well as many other families that can benefit from a foundation such as mine."

Currently, Barry is planning an event to take place in March 2008, to help raise money and awareness for this foundation. "We need more teamwork in the POW-MIA field, whether it's help in bringing closure to a family, or maybe just to know that we're able to send someone to Washington D.C., to see all the memorials that were put there for their loved ones and to view The Wall."

Barry and his foundation really adhere to the saying that many of us do: "When one American is not worth the effort to be found, we as Americans have lost." If you are interested in assisting the POW-MIA Foundation, or need more info on the event, contact Barry at 904-781-2594 or e-mail Ride4fallenbros@MSN.com. —*Oil Can*



ASK FOR YOUR FREE MAGAZINE

You got it—just make a purchase of $50 or more and ask for your FREE copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

To get your shop listed here call Angela at:
800-572-1386
EXT. 1300

ALABAMA
Biker Shack 411, LLC
8566 US Hwy 411 - Centre
256-475-3384

CALIFORNIA
Bartels' H-D
4141 Lincoln Blvd
Marina del Rey
310-823-1112

San Diego H-D
5600 Kearny Mesa Rd.
San Diego
858-614-4312

Temecula Valley Choppers
28860 Old Town Front St.
Temecula
951-693-5200

COLORADO
Thunder Mountain H-D
4250 Byrd Dr. - Loveland
970-493-3137

FLORIDA
Cycle Lab
1911 S. State Rd. #7
Ft. Lauderdale
954-587-4392

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona
386-761-0858

ILLINOIS
Heritage Harley
2595 Ogden Rd. - Lisle
630-420-1942

MASSACHUSETTS
Shovelhead's Motorcycle Parts & Services
104 Richards Av. - N. Attleboro
508-695-0111

Dave Frank M/C Sales
81 Bridge St. - Salem
978-744-0125

MICHIGAN
Bubba's Tri-City Cycle
804 S. Huron - Linwood
989-697-6525

MISSOURI
Steele Thunder Custom Cycles
152 York Dr. - Marshfield
866-889-7828

NEBRASKA
Butterfield's M/C Parts
8025 Blondo - Omaha
402-391-3768

NEVADA
Sinister Cycles
4300 N. Pecos #19 - Las Vegas
702-639-8657

NEW JERSEY
Kosco H-D
1149 State Route 23 - Kinnelon
973-838-8800

NEW YORK
Light House H-D
670 E. Jerico Turnpike
Huntington Station
631-427-0382

Zack's V-Twin Cycles
799 Violet - Hyde Park
845-229-1177

NORTH CAROLINA
Big Dog of Greensboro
106 College Rd. - Greensboro
336-292-4262

OHIO
Big Dog of Columbus
611 E. Broad St. - Columbus
614-224-9400

TENNESSEE
Chopper Images & Leather
1613 Donaldson Pkwy - Dover
931-232-9000

Whittaker Motorcycle Sales
5278 Hwy 45 South - Selmer
731-645-9520

TEXAS
Strokers Dallas
9304 Harry Hines Bl. - Dallas
214-357-0707

VIRGINIA
Shenandoah H-D
213 Rolling Thunder Ln Waynesboro
540-213-7433

WASHINGTON
Ace of Spades
719 N. Tower - Centralia
360-807-6442

WISCONSIN
Mischler's H-D & BMW LLC
N. 8131 Kellom Rd - Beaver Dam
920-887-8425

Happenings

ALABAMA
In Country MC 7th Annual Chili Cookoff
Date: Feb. 4
Place: Keys Bar, Montgomery
Info: 334-365-9615
www.alcoc.com

Bandit Girls 3rd Annual Thunder Bikefest
Date: Mar. 21-23
Place: Plantersville
Info: 334-413-6632
www.thebanditgirl.net

Faunsdale Spring Bike Rally
Date: Apr. 17-20
Place: Faunsdale
Info: 334-628-6356
faunsdalebikerally.com

5th Annual Crawfish Boil and Bike Show
Date: Apr. 19
Place: Biker Shack, Centre.
Info: 256-475-3384
www.bikershack411.net

ARIZONA
Arizona's Custom Builders Showcase
Date: Feb. 16-17
Place: The Hideaway Grill, Cave Creek
Info: 480-595-0358
www.hideaway-usa.com

2nd Annual Ride to the Ruins
Date: Feb. 23
Place: Coolidge
Info: 520-723-3009
coolidgechamber.org

Sunshine Acres Run
Date: Mar. 2
Place: CMA
Info: 602-525-2410

13th Annual Lost Dutchman MC Goldrush Run
Date: Mar. 9
Place: Mesa
Info: 602-463-7886
lostdutchmanmc.com

2nd Annual All American Poker Run
Date: Mar. 22
Place: F.O.E. Kingman
Info: 928-681-2640

12th Annual Arizona Bike Week
Date: Mar. 27- Apr. 6
Place: Scottsdale
Info: 480-704-1142
www.azbikeweek.com

Hideaway Bike Week
Date: Mar. 28- Apr. 6
Place: The Hideaway Grill, Cave Creek
Info: 480-595-0358
www.hideaway-usa.com

Motorcycle Poker Run
Date: Apr. 6
Place: Sabbar Shrine, Tucson
Info: 520-743-8650

3rd Annual Rodeo by the River
Date: Apr. 14-16
Place: Sara Park, Lake Havasu City
Info: 928-854-1550
www.desertthunder customs.com

46th Annual Yuma Prison Run
Date: Apr. 18-20
Place: Yuma County Fairgrounds
Info: www.yumaprison-run.com

Fire & Thunder Chili Fest & Bike Show
Date: Apr. 19
Place: Casino Del Sol, Tucson
Info: 520-591-4009

Piss on the River Poker Run 6
Date: Apr. 26
Place: Lake Havasu City
Info: 928-208-1479; 928-486-1789
www.vnvmc-caa.com

ARKANSAS
ABATE 3 Biker Bash
Date: Mar. 8
Place: M&M Bike Shop, El Paso
Info: 501-796-7070
www.arkansasabate.org

Highways and Hedges National Rally
Date: Apr. 18-20
Place: Cypress Creek Bluegrass Park. Adona
Info: 501-455-5144
www.highwaysand hedgesministry.com

Motorcycle Mania
Date: Apr. 19
Place: Clear Channels, Little Rock
Info: 501-796-7070

Ride Rally Ride
Date: Apr. 22-26
Place: Eureka Springs
Info: 800-870-2529

Wild Hog M/C Rally & Music Festival
Date: Apr. 24-27
Place: Wild Hog Saloon, Helena
Info: www.wildhog music.org

CALIFORNIA
Cycle Show & Swap Meet
Date: Feb. 24
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

ABATE Freeze Your Ass Off Run
Date: Mar. 2
Place: Vacaville
Info: 707-446-9432

Chili & Choppers
Date: Mar. 8
Place: VFW Post 6158, Fair Oaks
Info: 916-761-6267, 916-402-7981

Cycle Show & Swap Meet
Date: Mar. 23
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Ancient Iron MC 27th Annual Bike Blessing
Date: Mar. 23
Place: Club Rodeo, San Jose
Info: 408-997-2396
www.ancientironmc.com

Cycle Show & Swap Meet
Date: Mar. 30
Place: Solano Fairgrounds, Vallejo
Info: 714-557-1846
www.toppingevents.com

Ride, Strive & Roll
Date: Apr. 6
Place: Sweetwater H-D, National City
Info: 858-450-1443
www.caldiegopva.org

VNVMC F-Troop Vung Tau
Date: Apr. 6
Place: Camarillo Springs Park, Camarillo
Info: 818-749-3764; Vendors: 818-429-9234

Hogs On The High Seas Mexican Riviera
Date: Apr. 13-20
Place: Port of L.A.
Info: 800-444-8795
www.hogsonthe highseas.com

M/C Awareness & Freedom Rally
Date: Apr. 14
Place: State Capitol, Sacramento
Info: www.abate.org

MMA 8th Annual Bike Show and Party
Date: Apr. 20
Place: Harper's Bar, Northridge
Info: 818-779-0989

Cycle Show and Swap Meet
Date: Apr. 27
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

18th Annual Pacific Coast Dream Machines
Date: Apr. 27
Place: Half Moon Bay Airport
Info: 650-726-2328
www.miramarevents.com

COLORADO
18th Super Show & Swap
Date: Feb. 16-17
Place: Phil Long Expo Center Colorado Springs
Info: 719-487-8005
pro-promotions.com

28th Annual Rocky Mountain Spring M/C Show & Swap Meet
Date: Mar. 15-16
Place: Boulder County Fairgrounds
Info: 970-669-5589
www.hawgwildcc.com

DELAWARE
301 Cycle Swap Meet
Date: Apr. 12
Place: Middletown
Info: www.301cycle.com

FLORIDA
Concours d'Elegance
Date: Feb. 22-24
Place: Boca Raton Resort & Club
Info: 954-537-1010
www.bocaraton concours.com

Daytona Bike Week
Date: Feb. 29- Mar. 9
Place: Daytona Beach
Info: 386-255-0981
officialbikeweek.com

State CMA Rally
Date: Feb. 29-Mar. 2
Place: Starke
Info: 407-857-8750

DeLand Bike Rally
Date: Mar. 1
Place: DeLand
Info: delandbikerally.com

Orlando Bike Week
Date: Mar. 1-9
Place: Orlando
Info: 407-944-3700
www.orlandoharley.com

"Y'll come" Sidecar Rally
Date: Mar. 21-23
Place: Silver River State Park, Ocala
Info: 727-946-5262

5th Annual Easter Bunny Toy Run
Date: Mar. 22
Place: H-D Ft. Myers
Info: 239-590-0513

6th Annual Rock & Wheels
Date: Apr. 3-5
Place: Spirit of the Suwannee Campground, Live Oak
Info: 386-792-1777
hoganentertainment.net

8th Annual Bikes & Blues
Date: Apr. 5
Place: Ormond Beach
Info: 386-566-6991
rockonproductions.us

Miami Motorcycle Salon
Date: Apr. 19-20
Place: Miami Dade Fair Expo, Miami
Info: 305.529-2842
themotorcycletour.com

8th Annual Emerald Coast Bikefest
Date: Apr. 25-27
Place: Emerald Coast Dragway, Holt
Info: 850-537-7223
www.emeraldcoast bikefest.com

12th Annual Leesburg Bikefest
Date: Apr. 25-27
Place: Leesburg
Info: 352-365-0053
leesburgbikefest.com

GEORGIA
Defrost Your Cahunas
Date: Mar. 22
Place: Wingmen MC Clubhouse, Guyton
Info: 912-754-9339; 912-247-5953

AMRA Drags
Date: Apr. 12-13
Place: Silver Dollar Raceway, Reynolds
Info: amraonline.com

Angel City Spring Rally
Date: Apr. 17-20
Place: Angel City, Unadilla
Info: 800-433-7191
www.angelcityrally.com

11th Annual Horsepower at the Park
Date: Apr. 18-20
Place: Conyers
Info: 678-957-6749
www.horsepower atthepark.com

Top Gun Ride for Children
Date: Apr. 18
Place: Hooters, Kennesaw
Info: 770-333-9447
topgunrideatlanta.com

HAWAII
3rd CVMAHI Former POW Recognition Day
Date: Apr. 9
Place: Moanalua Gardens
Info: 808-256-0007
www.hicombatvet.org

ILLINOIS
ABATE Swap Meet
Date: Feb. 24
Place: Springfield
Info: www.abate-il.org

Supercycle Show and Parts Expo
Date: Mar. 15-16
Place: Renaissance Hotel, Schaumburg
Info: www.super cycleshow.com

Walneck's Swap Meet
Date: Apr. 20
Place: McHenry County Fairgrounds, Woodstock
Info: 630-985-2097
www.walneckswap.com

INDIANA
Indiana Motorcycle Expo
Date: Feb. 21-24
Place: Fairgrounds, Indianapolis
Info: 317-546-4344
www.indiana motorcycleexpo.com

Swap Meet
Date: Mar. 2
Place: Elkhart Fairgrounds
Info: 572-522-3514

ABATE Swap Meet
Date: Apr. 13
Place: Marshall County ABATE
Info: 574-936-9619
www.abateonline.org

Swap Meet
Date: Mar. 22
Place: National Guard Armory, Seymour
Info: 812-593-1643
www.abateonline.org

Bike Show & Swap Meet
Date: Apr. 20
Place; Fairgrounds, Lafayette
Info: 765-426-9412
www.abateonline.org

KANSAS
ABATE Spring Swap Meet
Date: Mar. 29
Place: Johnson County Fairgrounds, Gardner
Info: 913-709-7330
www.abateksdist5.org

Cruisin' for Rocko
Date: Apr. 26
Place: Alefs Harley-Davidson, Wichita
Info: www.rockoinc.org

KENTUCKY
AMRA Drag Races Season Opener
Date: Mar. 29-30
Place: Beachbend Raceway Park, Bowling Green
Info: amraonline.com

LOUISIANA
Ride For Autism
Date: Mar. 14-16
Place: Lafayette
Info: 985-237-0429

HOG Rally
Date: Mar. 27-29
Place: Baton Rouge
Info: lastatehogrally.com

Blast on the Bayou MC Rally
Date: Apr. 17-20
Place: Blackham Coliseum, Lafayette
Info: 337-365-4277
www.blastrally.com

5th Meet on the Creek
Date: Apr. 25-27
Place: Silver Creek Campground, Mount Hermon
Info: 985-877-4256
silvercreekcamp.com

MICHIGAN
Motorcycle Swap Meet
Date: Feb. 24
Place: Fairgrounds, Detroit
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Mar. 9
Place: Perani's Arena, Flint
Info: 800-968-4242
motorcycleswap.com

35th Annual Motorcycle Swap Meet & Parts Expo
Date: Mar. 16
Place: Wings Stadium. Kalamazoo
Info: 800-800-6034
kalamazooswap.com

Motorcycle Swap Meet
Date: Mar. 30
Place: Deltaplex, Grand Rapids
Info: 800-968-4242
motorcycleswap.com

5th Annual Motorcycle Swap Meet & Parts Expo
Date: Apr. 6
Place: Cadillac
Info: 800-800-6034
www.cadillacswap.com

Motorcycle Swap Meet
Date: Apr. 13
Place: Fairgrounds, Detroit
Info: 800-968-4242
motorcycleswap.com

Walneck's Swap Meet
Date: Apr. 27
Place: Calhoun County Fairgrounds, Marshall
Info: 630-985-2097
www.walneckswap.com

Motorcycle Swap Meet
Date: Apr. 30
Place: Birch Run Expo
Info: 800-968-4242
motorcycleswap.com

MISSOURI
M/C Swap Meet
Date: Apr. 27
Place: Twin Drive In Theater, Independence
Info: 816-228-5811
www.jwswapmeet.com

MINNESOTA
Donnie Smith Invitational Bike Show
Date: Mar. 29-30
Place: Saint Paul RiverCentre
Info: www.donniesmith bikeshow.com

MISSISSIPPI
Great Southern Motorcycle Expo
Date: Mar. 29-30
Place: Fairgrounds, Jackson
Info: 601-939-5861

MISSOURI
10th Annual Freedom of Road Riders Local 29 Kearney Bike Show
Date: Mar. 30
Place: VFW Post 5717, Kearney
Info: 816-365-9615,
www.forrlocal29.com

NEBRASKA
Polar Bear Run
Date: Mar. 16
Place: ABATE 10
Info: 308-632-7034
308-631-5472
www.abateofne.com

Early April Run
Date: Apr. 12
Place: ABATE 10
Info: 308-632-7034
www.abateofne.com

NEVADA
High Rollers Riders Charity Poker Run
Date: Mar. 16
Place: Arlen Ness, Las Vegas
Info: highrollersra.com

25th Laughlin River Run
Date: Apr. 23-27
Place: Laughlin
Info: 714-694-2800;
800-357-8223
laughlinriverrun.com

NEW MEXICO
Bike Super Show
Date: Mar. 14-16
Place: Fairgrounds, Albuquerque
Info: 505-363-4455
www.rt66racing.com

Ride For Kids
Date: Apr. 20
Place: Journal Pavilion, Albuquerque
Info: 800-253-6530
www.ride4kids.org

NEW YORK
Skin and Steel
Date: Apr. 20
Place: Dome Center, Henrietta
Info: 585-234-0895
www.skinandsteel.com

8th Food Bank Run
Date: Apr. 26
Place: Spider Grove, West Falls
Info: 716-649-0797
www.cyberspokes.com

NORTH CAROLINA
Outer Banks Bike Week
Date: Apr. 24-27
Place: Outer Banks and Nags Head H-D
Info: 757-397-5550; outerbanksbikeweek.com

Cherokee Survivors Spring Rally
Date: Apr. 25-27
Place: Fairgrounds, Cherokee
Info: 800-438-1601
www.cherokeerally.com

Thunder in the Smokies Spring Rally
Date: Apr. 25-27
Place: Maggie Valley
Info: 828-246-2101
www.handlebar corral.com

NORTH DAKOTA
ABATE State Convention
Date: Feb. 22-23
Place: Doublewood Inn, Bismarck
Info: www.abatend.com

ABATE Battle of the Bands
Date: Apr. 11
Place: AmVets Club, Bismarck
Info: www.abatend.com

OHIO
Easyriders/V-Twin Bike Show Tour
Date: Feb. 15-17
Place: Veteran's Memorial, Columbus
Info: 800-962-9857
easyridersevents.com

Walneck's Swap Meet
Date: Mar. 30
Place: Clark County Fairgrounds, Springfield
Info: 630-985-2097
www.walneckswap.com

15th Annual MC Swap Meet
Date: Apr. 13
Place: Little Quaker Bingo Hall, Salem
Info: 330-788-2886

OKLAHOMA
M/C Swap Meet
Date: Feb. 23-24
Place: State Fair Park, Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

M/C Swap Meet
Date: Apr. 13
Place: State Fair Park, Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

OREGON
Portland Rod and Custom Show
Date: Feb. 15-17
Place: Portland Expo Center
Info: hotrodshows.com

PENNSYLVANIA
ABATE Biker's Ball
Date: Feb. 23
Place: Pittsburgh Elks Lodge #11
Info: 412-922-1090,
412-513-6979
www.alleghenyabate.org

12th Annual Blessing of the Bikes
Date: Apr. 20
Place: Murrysville
Info: www.murrysville alliancechurch.org

TENNESSEE
6th Annual Spring Thaw Bike Show & Swap Meet
Date: Mar. 29
Place: Cal Sonic Arena, Shelbyville
Info: 615-364-1828
www.bothbarrels promotions.com

TEXAS
Fish Fry
Date: Feb. 25
Place: Dallas/Ft. Worth Chapter TMRA2
Info: www.tmra2.org

TX Independence Rally
Date: Feb. 29-Mar. 2
Place: Location TBA, TMRA2
Info: www.tmra2.org

Welcome Home Run
Date: Mar. 9-12
Place: Perryton
Info: www.comalriverriders.com

West Texas Swap Meet
Date: Mar. 27-30
Place: Location TBA
Info: 325-673-2634
www.thewesttexas swapmeet.com

3rd Annual South Texas Motorcycle Show
Date: Mar. 28-29
Place: Freeman Coliseum, San Antonio
Info: txbikeshow.com

Thunder in the Hill Country
Date: Apr. 4-6
Place: Bandera
Info: 936-334-0558
bikerralliesoftexas.com

5th Annual Circuit Riders Lone Star Campout
Date: Apr. 4-6
Place: Daniel Springs Baptist Camp, Gary
Info: 903-852-5043;
www.circuitriderscfm.org

River City Bike Fest
Date: Apr. 11-13
Place: Rosedale Park, San Antonio
Info: 210-336-0619
rivercitybikefest.com

Ride For Kids
Date: Apr. 27
Place: Pasadena Convention Center
Info: 800-253-6530
www.ride4kids.org

UTAH
ABATE Swap Meet
Date: Mar. 8
Place: Weber ABATE
Info: 801-560-9918

Warm and Fuzzy Ride
Date: Apr. 6
Place: Davis ABATE
Info: 801-663-4760

VIRGINIA
3rd Northeast M/C Expo
Date: Feb. 16-17
Place: Fredricksburg Expo Center
Info: 978-688-8888
www.kevmarv.com

WASHINGTON
Seattle Roadster Show
Date: Feb. 29- Mar. 2
Place: Qwest Field Event Center, Seattle
Info: 877-236-0632
www.rodshows.com

WEST VIRGINIA
Motorcycle Swap Meet
Date: Feb. 17
Place: Mountaineer Racetrack, Chester
Info: 724-573-1459

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	Lane Splitting	Handlebar Height
Alabama	r	a		17	c	c			r			p	34
Alaska	4		15	17	c	c		p	r	r-28		p	34
Arizona	4	a,12	14	17	c	c			r	r-29		p	34
Arkansas	6		r	r, 17	c	c			r	r			33
California	r	a,6,12		17, 21	c	c		25	r	r-28		33	39
Colorado		a,12	r	17	c	c			r	r-28		33	39
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		p	
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		33	34
Florida	32	a,6,12,13	r	r, 17	c	c			r			p	36
Georgia	r	a,12,13	14	r, 17	c	c		26	r			p	
Hawaii	1, 4	a,12	14		c	c	24		r	r		p	34
Idaho	4	a,6		17	c	c						33	
Illinois		a, 4,12,13	14	r, 17	c	c			r			33	37
Indiana	4,9	a,12	4	17,18	c	c						p	
Iowa		a,4,12		17,20	c	c			r			p	
Kansas	4	a,12	14	21	c	c			r (left)	r-28		p	37
Kentucky	3, 6, 9	a,12	r		c	c			r	29		33	
Louisiana	r	a,12	14	17	c	c			r (left)	r		p	34
Maine	7	a,12,13		r	c	c			r	r		p	37
Maryland	r, 1	a, 4,12,13	14		c	c		25	r	30		p	34
Massachusetts	r	a,12	14	17	c	c		p	r	r		p	34
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		p	34
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		p	
Mississippi	r									r		33	41
Missouri	r	a,12		17						r		33	34
Montana	4	a,12		r, 17	c	c			r			p	
Nebraska	r	a,12,13		17	c	c						p	42
Nevada	r	a,12	14	17	c	c			r			p	37
New Hampshire	4	a,12	14	17	c	c			r	r		p	
New Jersey	r, 1	a	9a	17	c	c			r	r		33	37
New Mexico	1, 4	a, 4,12,13	14	17	c	c			r	r-28		33	
New York	r, 1		r	r, 17	c	c		25	r	r		p	37
North Carolina	r	a		r, 17	c	c			r	r		p	
North Dakota	1, 4	a,10		17	c	c			r			p	34
Ohio	3, 4,9	a,4,12	14	17	c	c			r	r, 28		33	34
Oklahoma	4		14	r, 17	c	c						33	40
Oregon	r	a,12		r, 17	c	c			r	r, 28		p	
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		p	
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		p	34
South Carolina	1, 6		14	r, 17	c	c			r	r		p	
South Dakota	4	a,12,13	14	17	c	c			r			p	34
Tennessee	r	a,12	14	r, 17	c	c			r			p	
Texas	31	r, 4		17a	c				r	r		33	34
Utah	4	a,12		17	c	c			r	r		p	38
Vermont	r, 1	a,12	14	17	c	c			r	r		p	34
Virginia	r	a,12	14	17	c	c			r	r	p	p	
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		p	35
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		33	34
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		p	35
Wyoming	4	a		r, 17	c	c			r			p	37
Wash. D.C.	r		14	17	c	c			r	r	p	p	34

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.
33 Not referenced in Admin. Code or Statutes
34 Maximum of 15" above seat
35 Maximum of 30" above seat
36 Top of shoulders
37 Grips below shoulder height
38 Handgrips below shoulder height - Maximum of 15"
39 Maximum 6" above shoulder seated
40 No higher than eye level of the operator
41 Maximum of 10" above fasten point
42 Maximum of 15" above fasten point

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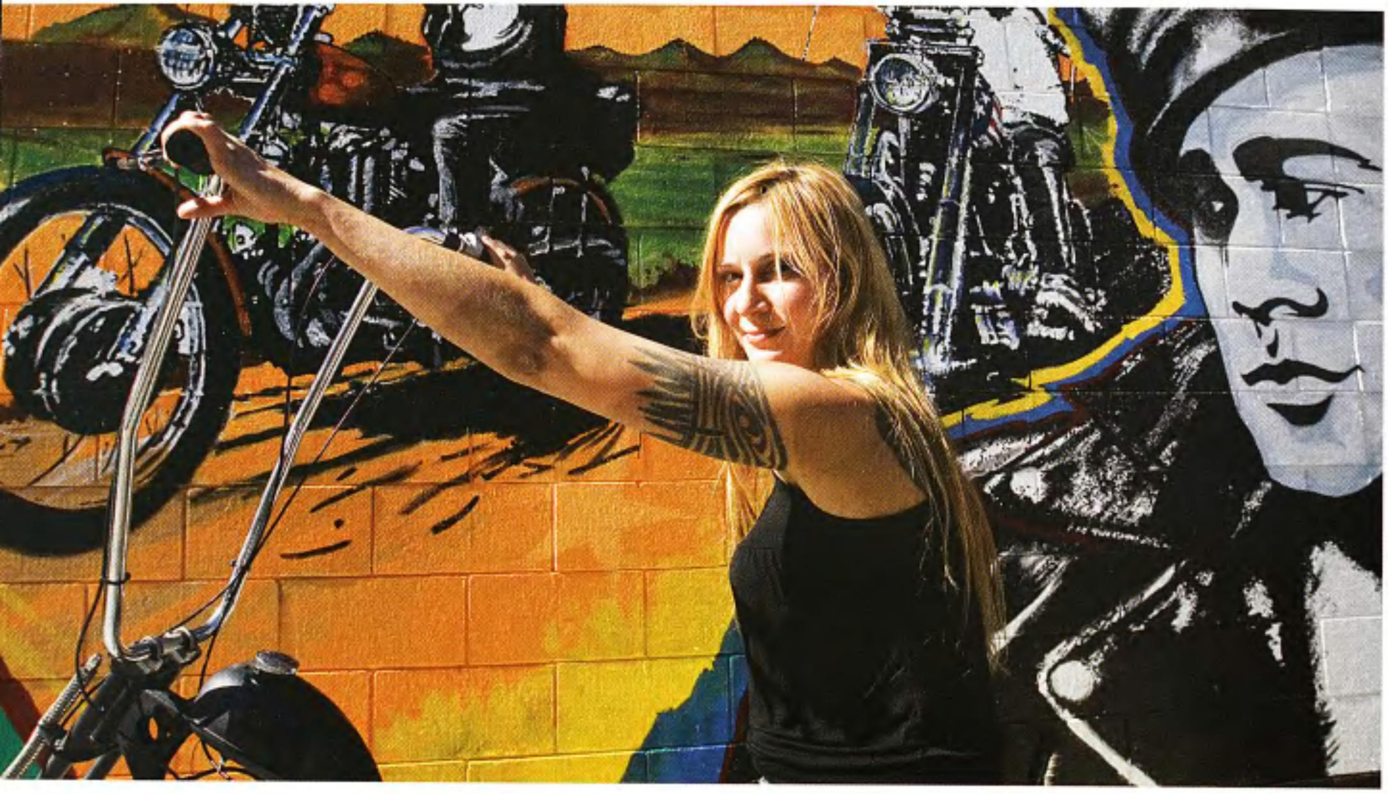


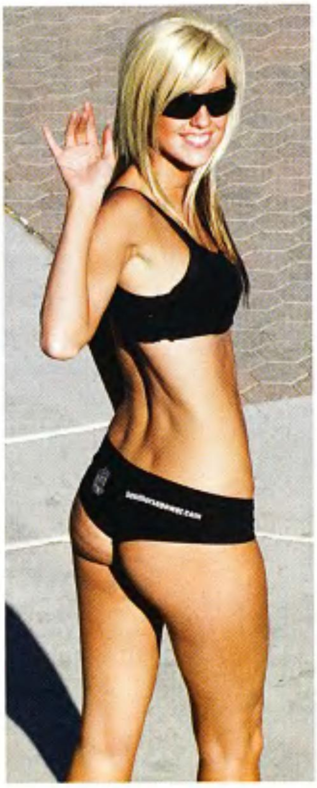
Hollister's 60th

"What are you rebelling against?"
"Whaddaya got?"

—Marlon Brando as Johnny, *The Wild One*

What happened in Hollister lives in the annals of motorcycling history, like some festering sore. An incident occurred which single-handedly created an unwholesome image for Harley-Davidson

Corbin



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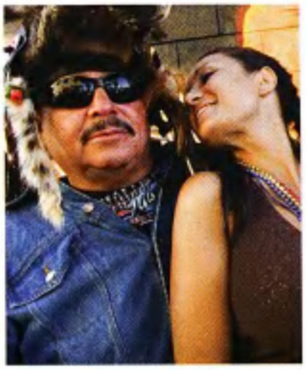

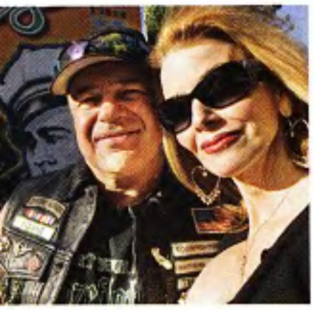

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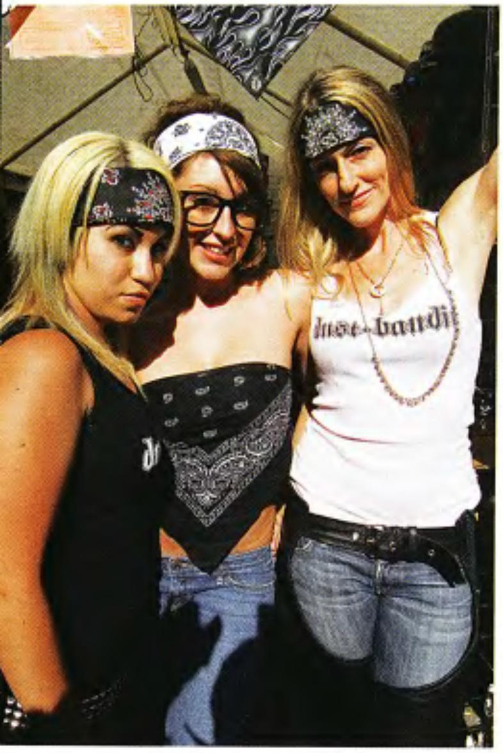
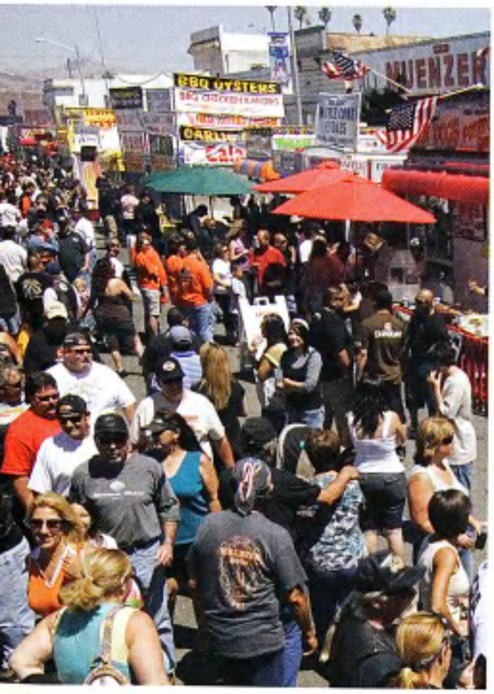
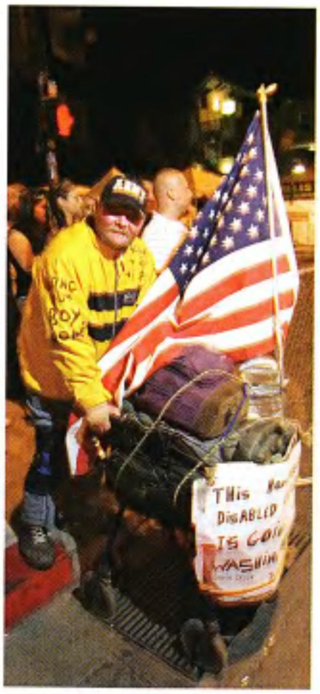
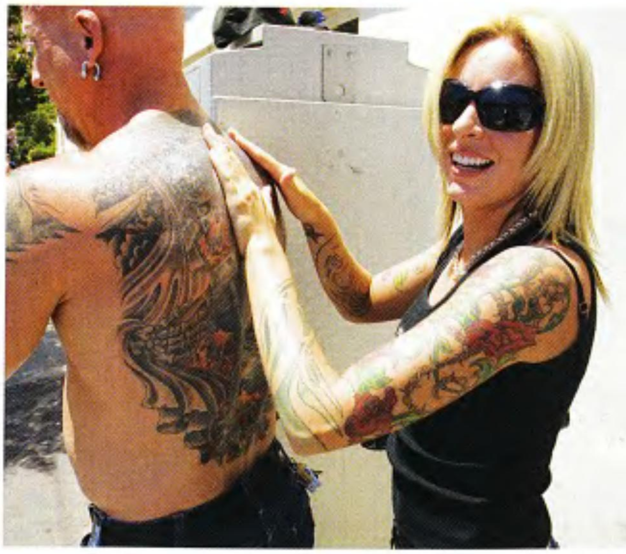


YELLOW JACKETS
M C

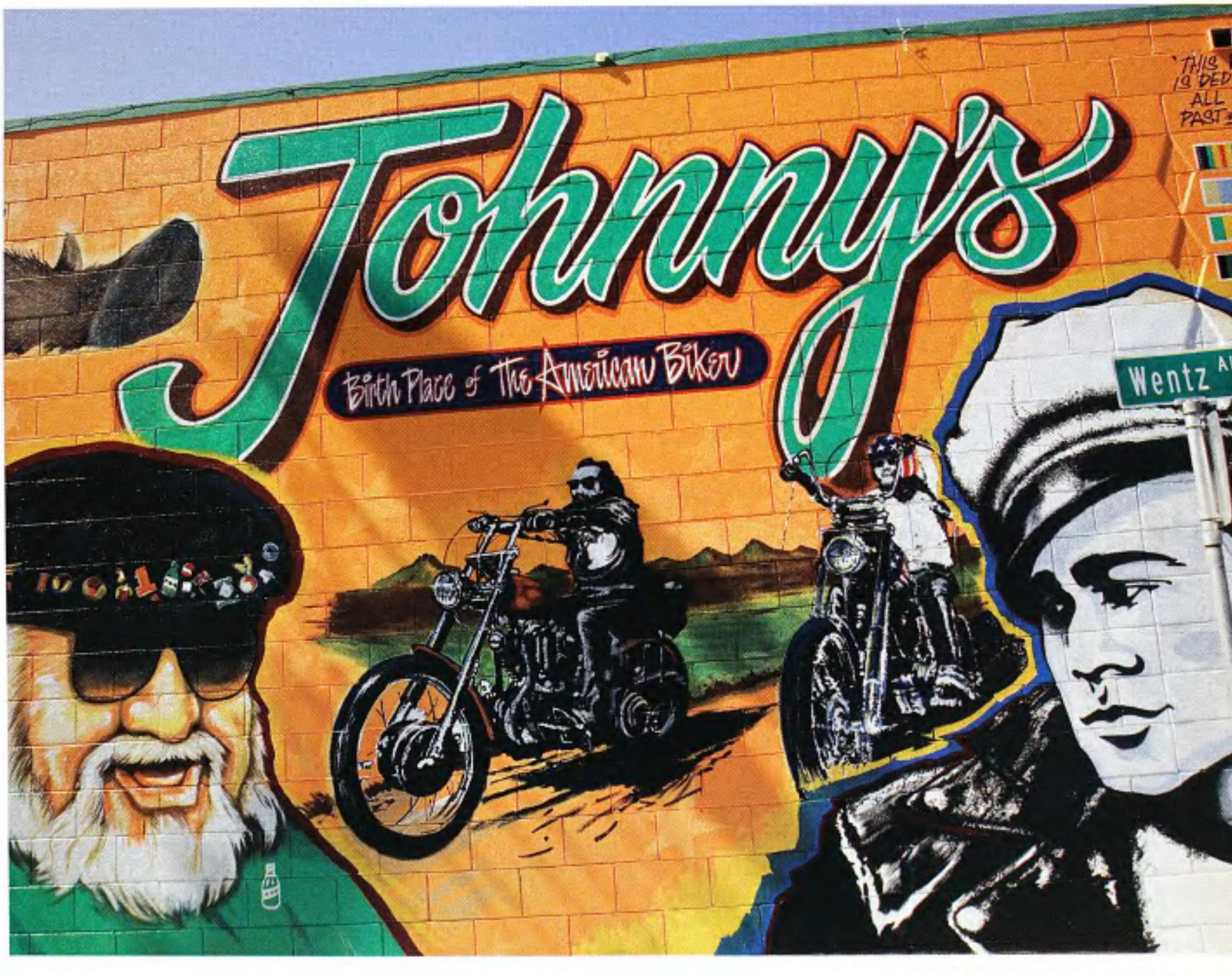

BBQ OYSTERS





and motorcyclists in general. There's no doubt the image of the leather-clad hellion blasting down the road on a loud Harley, out to rape America's daughters, was invented due to some mildly anti-social activities taking place at an AMA Gypsy Tour on July 4, 1947, in Hollister, California. Much has been written about this "occurrence" though little that the media of the day reported on regarding the Hollister Riot was actually true.

The city fathers in Hollister had put on motorcycle races long before the alleged riot and never had any problems with



rowdy riders. As the short version of the story goes, WW II servicemen and flyers returned from the war changed men. They were ready to raise a little hell and some of them had a passion for the white knuckle thrills that could be found by riding big chopped Harley-Davidsons.

These guys would strip everything they could off of Harley dressers to make the bikes lighter. Off went the windshields, saddlebags and front fenders. They would cut off, or "bob" the back fender and these custom "bobbers" became the forerunners to the "choppers" of the '60s and '70s.

These AMA-dubbed "outlaws" were guys from clubs like the Boozefighters, Galloping Gooses, Jackrabbits and the 13 Rebels. Out of the nearly 3,000 riders that came to watch the races and be part of the rally, the "outlaw" riders only amounted to a handful. The misdemeanors that supposedly took place over the course of the weekend were pretty much of the "public intoxication" or "drunk and disorderly" variety, with one guy sited for trying to urinate into the radiator of his truck. There was racing in the streets, whooping, hollering and plenty of drinking, but not anything more outrageous than you'd see at a college frat party. About the worst thing that happened was that somebody stole a cop's hat. According to original Boozefighter Gil Armas, someone opened the front door to Johnny's Bar on the main street and said, "Come on in!" Gil rode his bike right up the curb, into the bar and propped it up against the bar to order a drink (an act which would later be immortalized in the Stanley Kramer film *The Wild One*).

So how did this weekend of innocent shenanigans transform into a riot and turn these fun-loving patriots on wheels into demon bikers from Hell? Ahh, you have the media to thank for that. *San Francisco Chronicle* photographer Barney Peterson was at the rally looking for a story but needed a catchy image to get his editor's attention. He got an idea and pushed a bunch of empty beer bottles over to a Harley that was parked at the curb. He then carefully art directed them to get the effect of a drunken orgy and enlisted the help of a rather large inebriated fellow named Eddie Davenport who just happened to be strolling down the sidewalk to pose on the bike. The bike wasn't even his.

The picture and sensationalized story that blew the events at the rally all out of proportion appeared in the July 1947 issue of *Life* magazine and the die was

Photos: Michael Lichter

cast. Bikers were the new evil that America was searching for after the demise of Hitler and before the fictitious threat of invasion from space or attack by radioactive mutant insects. Almost overnight, motorcyclists became crazed, bloodthirsty bikers to the public at large. Lock your doors, guard your daughters, outlaw bikers on loud, nasty motorcycles were coming to raid your town.

In 1951, writer Frank Rooney created a wildly overblown fictional piece based loosely on the "Hollister Riot" called "The Cyclists' Raid," and was published in *Harper's* magazine. Always ready to cash in on a trend, Hollywood moviemakers saw an incredible new villain in the black leather boogeymen portrayed in newspapers and magazines. Producer Stanley Kramer used Rooney's fictional account of motorized mayhem, along with the events at Hollister, as the basis for his 1954 film *The Wild One* starring Marlon Brando and Lee Marvin. The film would give the tired old western genre one more twist with motorcycles taking the place of horses.

Brando rode a Harley in real life along with such contemporaries as Lee Marvin, Clark Gable, Robert Young, Errol Flynn, and Elvis Presley, but in the movie, Brando's character Johnny putts around on a Triumph, while bad boy Lee Marvin gets the chopped Harley bobber. Though Brando's role of Johnny was the antiheroic star of this picture, all the real bikers who came to check out the movie in theaters across the country felt a lot closer to Lee Marvin's character of Chino.

While Johnny and his crew of miscreants, known as the Black Rebels, wore fairly clean leathers, black jeans and boots, Chino and his club, the Beetles, roared into town like a drunken mob on oily, rusty Harleys, dressed like escaped convicts. Interestingly, according to an ancient interview with the late John Lennon, Chino's rowdy motorcycle club's name was the inspiration for the name of The Beatles. The current rock band Black Rebels Motorcycle Club was also, of course, inspired by the film.

From the first roar of motorcycle engines and squeal of rubber on highway over the opening credits, you just know that you are in for a good time. Johnny and his boys are riding into town having stolen a trophy from the local motorcycle race. The actual bike trophy seen strapped to Brando's handlebars now resides over the mantle in rebel rocker and biker Billy Idol's Hollywood home.

For straight America in 1954 when the picture came out, an evening at the movies was more likely spent viewing a light comedy starring Fred McMurray than watching Marlon Brando slur his lines and tear up an innocent town in rebellious juvenile angst. The 79-minute film broke all the traditional Hollywood rules and scared the bejesus out of a lot of people who had a hard time distinguishing between celluloid fantasy and reality. This was really the first biker film and it frightened people enough to ban the picture in England for over 14 years even though it features no foul language, little violence and only the vaguest suggestion of sex. What bothered straight society was that the hero of the piece wasn't a hero at all. The thought of a generation of young men being so conflicted and violent, freaked people out. Youthful rebellion was not generally something to air like dirty laundry in front of a movie audience at the time.

The lasting effect of *The Wild One* could be seen in two distinct ways. It offered a textbook of behavior and dress for riders of the day who wanted to emulate Brando's swagger and also firmly planted the idea in straight America's collective mind that bikers were the bad guys. Both effects would be with us for a long time to come.

Sixty years after the so-called "Hollister Riot," riders continue to converge on Hollister by the thousands over a July weekend to get a photo next to Johnny's Bar, to drink a beer in mock defiance of the system, to do a burnout and get a ticket from the way over-zealous cops. (Nice riot gear, boys.) It seems that the town of Hollister has become known as a romanticized "birthplace of the biker"—some sort of motorcyclist's Mecca to which a pilgrimage is required. But all the whooplah was based on a riot that never happened and today's wild ones have turned into… mild ones.

—Phantom Dave

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STANLEY KRAMER AND THE TRUTH BEHIND *THE WILD ONE*

THE ENDING THE CENSORS BANNED

Stanley Kramer was the original independent filmmaker. Most filmmakers of his era were financed by the big studios and had to adhere to studio guidelines with every picture they made. Starting out as a producer in 1945, Stanley broke the mold by raising all the money to finance his own films. This gave him a great deal of independence over other filmmakers of the day. There was also a considerable risk, both to his investors and his own reputation, and, over the years, Stanley produced both flops and blockbusters.

In 1950, he produced a film called *The Men*. It starred a then unknown actor, Marlon Brando in his film debut as a paraplegic World War II veteran. Stanley had seen Brando in an off-Broadway play and recognized that he was a very different kind of actor. He brought Brando to Hollywood and this changed acting forever. Brando actually went to live in a veteran's hospital with the disabled vets for a time to learn his role; while there, he earned their respect. Many of the men from the hospital became performers in the movie, which back in those days wasn't typically done as studios usually used professional actors. Unfortunately, *The Men* came out the day the U.S. entered the Korean War and the public wasn't ready for such a grim topic, especially since the country had just recently come out of WWII and was right on the threshold of a new conflict.

Stanley usually produced movies that had been adapted from Broadway plays because the transition from stage to screen was an easy leap. However, one day in January 1951, he picked up a copy of *Harper's* magazine and read a fateful story called "The Cyclists' Raid" by Frank Rooney.

Based on the Hollister incident of 1947, this work of fiction told the tale of a sleepy little Northern California town that had been invaded and taken over by a group of motorcyclists. The story portrayed the pack of motorcyclists as riding into town, drinking its liquor and ransacking it. Stanley wondered how such a thing had happened in a time when the country and the economy seemed to be booming and everyone seemed so happy. Most of the motorcyclists in the story were WWII vets whom Stanley perceived as not getting their fair share or a break in our country and society.

Doing his homework, Stanley interviewed the townspeople and found that their story was something quite different. According to those interviews, the bikers had stayed and partied in the town and there was some hooliganism, but the townspeople, particularly its merchants, had also profited greatly from the influx of bikers. The story from the magazine appeared to be something of a half-truth.

After Stanley had given him his first break, Brando had gone on to become a big Hollywood star in *A Streetcar Named Desire*, so Stanley asked him if he would perform in his movie about the Hollister incident. After spending considerable time living amongst the bikers in one of the real motorcycle clubs that was used in the film, Brando bonded with them, much as he had with the paraplegic veterans he lived with while making *The Men*. Brando actually was an experienced rider prior to making the film, and the Triumph motorcycle he rode in *The Wild One* was his own. The actor that many of us identify with in the film, Lee Marvin, who played Chino, had never ridden a motorcycle prior to the film, though he went on to become a motorcycle enthusiast in later years.

As the film was being made, Stanley was coming under increasing fire from the studio and the censorship board, The Breen Office. They would not allow him to make a film that portrayed the bikers as heroes, or even remotely honorable. The thought that the merchants and townspeople could have been as culpable as the "hooligans on motorcycles" was impossible.

Marlon Brando loved the screenplay for *The Wild One* and signed on for very little money. As filming progressed however, he was upset over changes the censors forced on the film, and it took some time for Stanley to make him understand the power that these legions of decency had over the film industry. Stanley was also vexed and always lamented that he never got to tell the story in the way he intended. He felt the bikers got an undeserved rap.

There was another ending filmed, but unfortunately it no longer exists. Stanley talks about it in his autobiography *It's a Mad, Mad, Mad, Mad World*. "The censorship had robbed it [*The Wild One*] of an important part of its meaning, thereby enlarging the emphasis on the violence, which we had never intended to stress.

Photos: Karen Kramer/Sony Pictures

Our concerns about the picture turned out to be justified. The critics disliked it, and so did the section of the public we hoped would understand and appreciate what we set out to do."

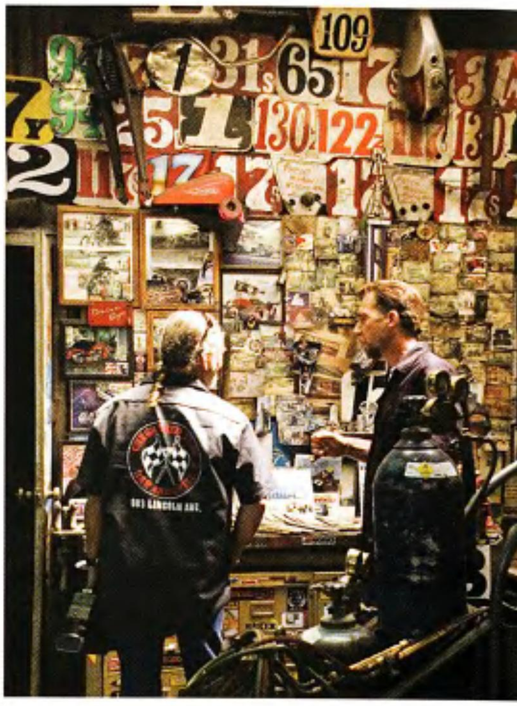
The Wild One was a very controversial film when it came out, despite the sanitizing that The Breen Office demanded. At the time, it was feared that presenting the bikers in anything but an unfavorable light would give them an allure and thereby glamorize the "bad boys." The film was actually banned in England for 14 years. Censorship had the opposite effect, and a whole generation was influenced by the film and its characters. The film was a precursor to all of the motorcycle films that followed, and very likely influenced all of them.

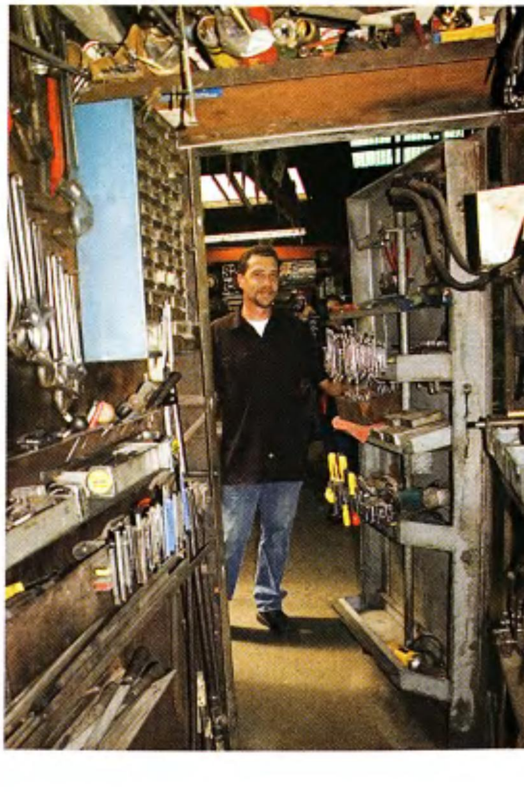
Throughout his career Stanley Kramer was always dogged with the label of a "message film maker." He didn't like that label and felt that he was simply making films about subjects that interested him. He grew up tough as a Jewish kid in Hell's Kitchen, one of the most dangerous places to live in the country. His father left when Stanley was one, and he was raised by his single mother. Despite his rough upbringing, he entered NYU at the age of 15 and graduated at the top of his class at 19. Growing up during the Great Depression strongly shaped his outlook on life. And, just like many others from that era, Stanley admired FDR and his wife, Eleanor. The times were tumultuous and the themes of social justice that had manifested in that era strongly influenced his filmmaking.

Stanley Kramer's wife of 35 years, Karen Kramer, wanted to create a tribute to him in the form of a box set of Stanley's films and *The Wild One* is a featured selection of that collection. The DVD includes the original film and a documentary narrated by Karen about the film. There is also a new, original documentary included about the legacy and history of the Boozefighters motorcycle club, which lives on today. The Boozefighters were the original "wild ones" at Hollister in 1947.

By including the film in the collection, Karen says her intent was to help set the record straight. "The reason that I wanted *The Wild One* to be in the box set is because I was hoping to tell the story again in a way that would soften the fact that the motorcyclists were blamed for a lot more than they were guilty of."

The box set is slated for release on February 12. To learn more about Stanley Kramer check out his Web site at www.stanleykramer.com —*Kit Maira*





BIKER HISTORY

CONTINUING THREE GENERATIONS OF METAL LEGACY, KERRY PUCCIO TAKES US THROUGH THE AGES WITH A LOOK INSIDE THE VAULT

Puccio Machine and Welding opened its doors in 1941 in an area of San Jose, California, a place known for its canneries and open fields. Today the shop is being squeezed by industrial complexes and homeless shelters but remains as steadfast as it was back in 1941. Kerry Puccio now owns and operates the shop where he grew up watching his father and grandfather hone their skills in the craft he would grow up to embrace. At 44 years of age, Kerry maintains the strong work ethic, family values and quality craftsmanship that the Puccio name was built upon.

Kerry started "pushing the broom" when he was about 12 years old, grinding, cutting and taking things apart. "There was a lot of inspiration back then because you couldn't just buy whatever you needed. My grandfather built most of the machines in this shop 65 years ago and I still use them today. For instance, the bed lathe runs about 30 feet and has been in here since the 1940's. He also built the 20-ton hydraulic press, the 1,000-pound press and the overhead hoist that runs the length of the building. He wasn't big on

eye-candy and the final grind to make it pretty was lost on him, but what he made would outlive you."

While nondescript from the outside, the shop takes you back in time once you walk through the door. "I have a loitering charge of $50 per hour because people want to hang out. It's a cool place in here and if you have never been here before and you just stop and look around; you can feel and breathe the history. It's like a museum in a way, but in the end it's how I put food on the table. I take pride in my work. I want the customer to be proud to say, 'That, right there, is a Puccio weld.'"

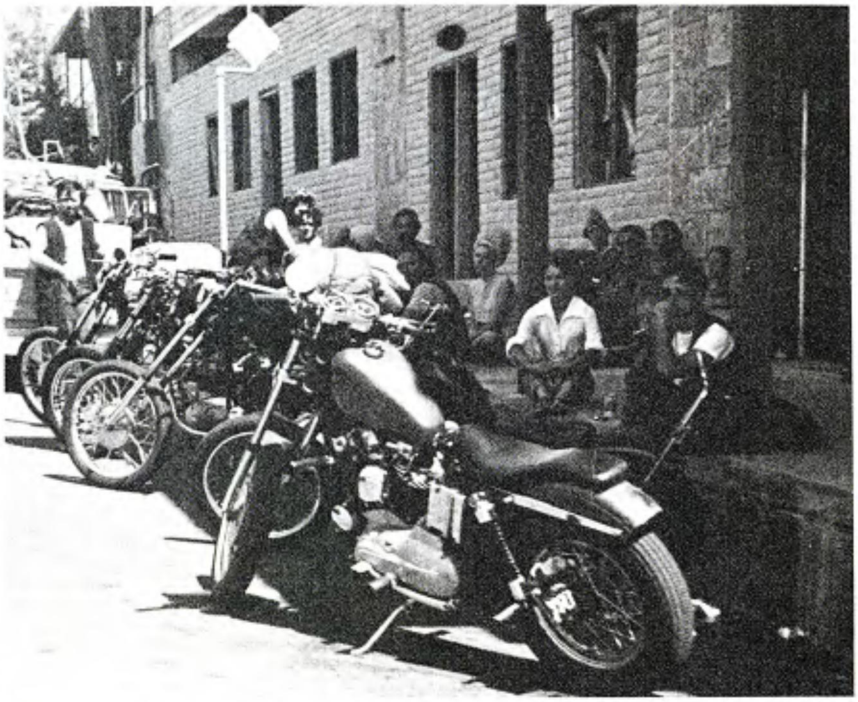
Although he owned an Indian, the motorcycle industry was not initially appealing to Kerry's grandfather. It was Kerry's father, Ken Puccio, who brought the motorcycles, the choppers and the bikers to the shop. "At one point, my grandfather took the keys to the shop away from my father because there was too much partying going on around here. There would be 30 bikes parked outside and countless women inside."

Although semi-retired, Ken Puccio is the crew chief for the latest world land speed record-holding streamliner—the one that replaced Dave Campos' 16-year record on the *Easyriders* shovelhead-powered Streamliner. "In the '60s and early '70s dad built award-winning choppers, hot rods and speed vehicles. He was doing things like belt-drives, duel-discs, aluminum bodies, internal lines and digital dashes before they were really being done. I learned a lot from my dad but in the 'keep your mouth shut and watch' kind of way."

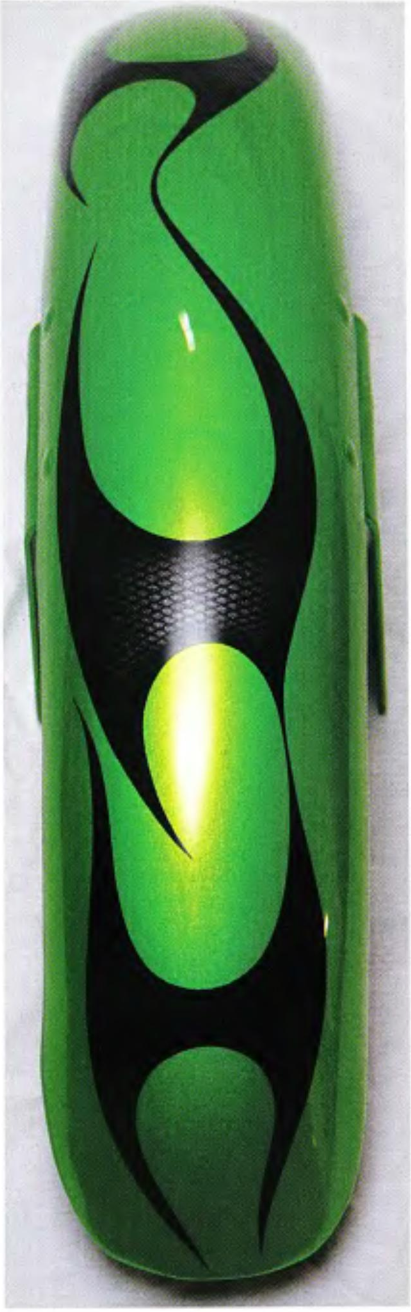
Kerry began riding motorcycles when he was five years old and today holds three professional racing licenses: motocross, flattrack and speedway/TT. "It would take some people their whole lives to just get one, so I am very fortunate," he says. Kerry spends his spare time teaching that talent to select children on the track in his back yard. "When I mentor these kids, I do it properly. I take them to get fitted for their gear and teach them safety right off the bat. The kids love it and it gets them out from behind a TV or computer and into the fresh air."

Kerry modestly tells us, "My trade is a welder. I fix broken shit and it makes people happy. I know that this place will eventually go away. I promised my grandparents that I would keep it running as long as I could, and being the last to carry the Puccio name, I plan to."

—Pauline Ortiz y Pino



Photos: Pauline Ortiz y Pino/Puccio archives



Painted Horses

With over 30 years of experience painting, Doug Powles knows a trick or two when it comes to custom paint work. Doug and his wife Mary, own and operate a small paint shop on their farm in Harvard, Illinois, just northwest of Chicago. While living on a farm and raising kids, the need for horses—the four hooved kind—was evident, so combined with their interest in motorcycles, the name Painted Horses seemed to fit their business just right.

Doug grew up in nearby Palentine, and around the age of 13, some local bikers caught him tooling around on his bicycle chopper that he had pieced together. The bearded bikers convinced Doug to bring his bike to a local show and the next thing he knew, he was pushing a broom at their custom van and bike shop. Hanging around the shop sparked his interest in cycles, especially painting them, and he managed to pick up a few tricks of the trade. Eventually, Doug went off to college in Arizona with high hopes of making big bucks in radio. But the radio thing never held together and Doug soon found his way back to riding and painting custom motorcycles.

Moving back home in 1991, Doug did custom paint work out of his garage. "It all started as a lark." Doug says he had no real intention of making his passion for paint into a full time business. However, high demand for his painting skills made him realize he could make his hobby into a regular gig.

Now, working out of a building on his farm, Doug spends most of his time laying on coats of DuPont or House of Kolor paint, but will also occasionally do some frame work or a one-off bike from the ground up. While Doug keeps busy with the flame jobs, graphics and bodywork,

Photos: Nate Ullrich

his good friend Rick Meyers has a steady hand for mural and portrait work. "Rick's the people guy," Doug tells us. Meanwhile, Mary tends to the business side of things in their home office.

Over 30 years worth of trophies and awards line the walls of the office and Doug's most recent honor brought him 1st Place Best in Class Antique Custom at the World of Wheels Show in Chicago for his "Fine '49" panhead. Little did the judges know that Doug's beautiful craftsmanship was done down home on the farm.

To see more of Doug's work, check out www.paintedhorsesinc.com or give him a call at 815-943-0992.

—Natanic

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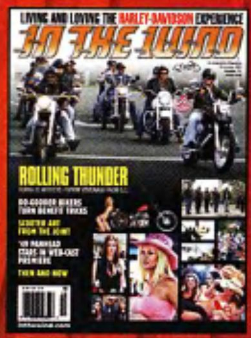

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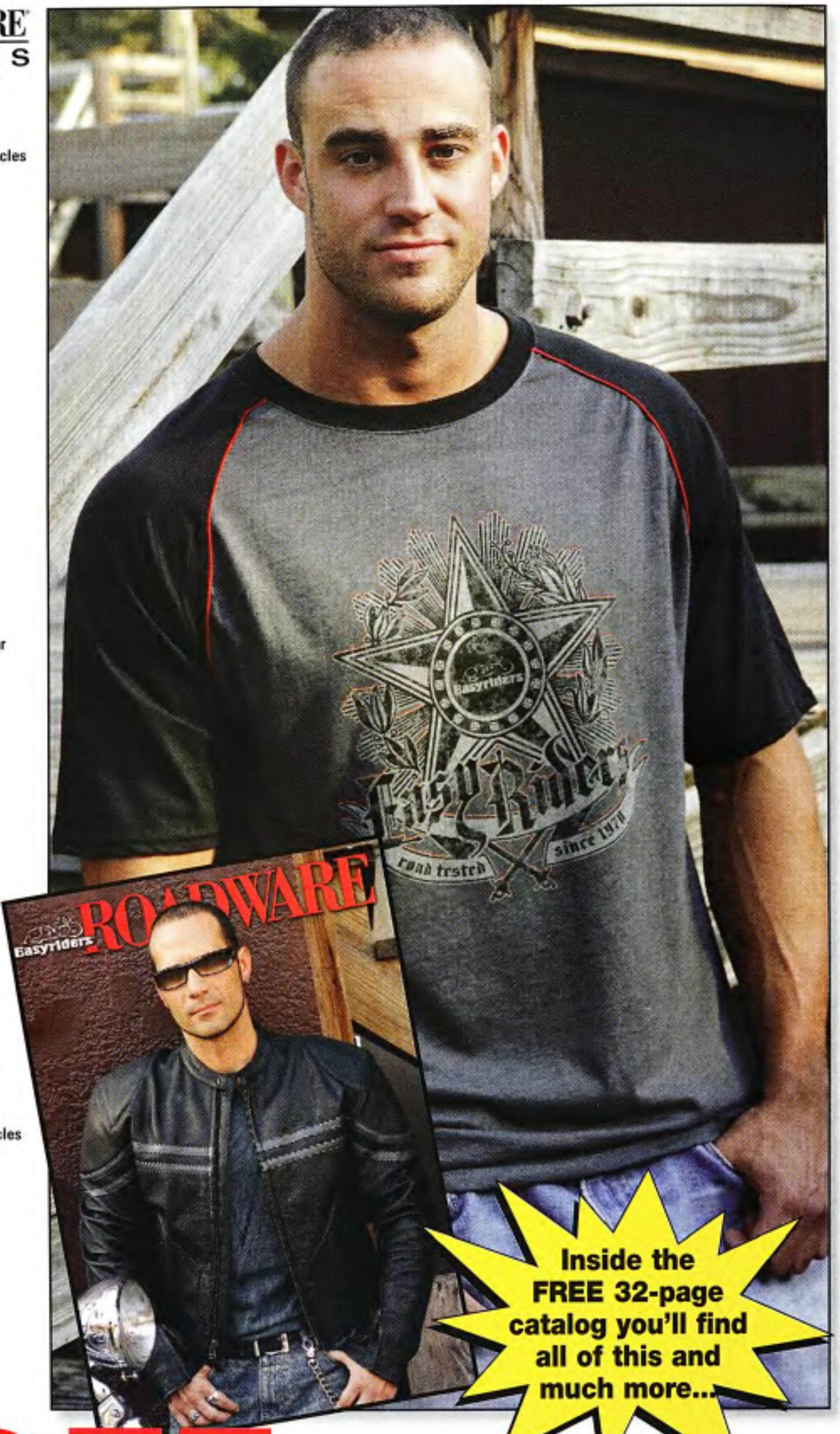

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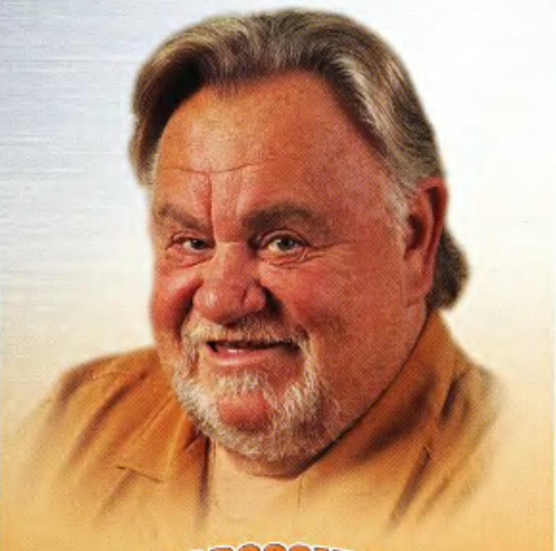

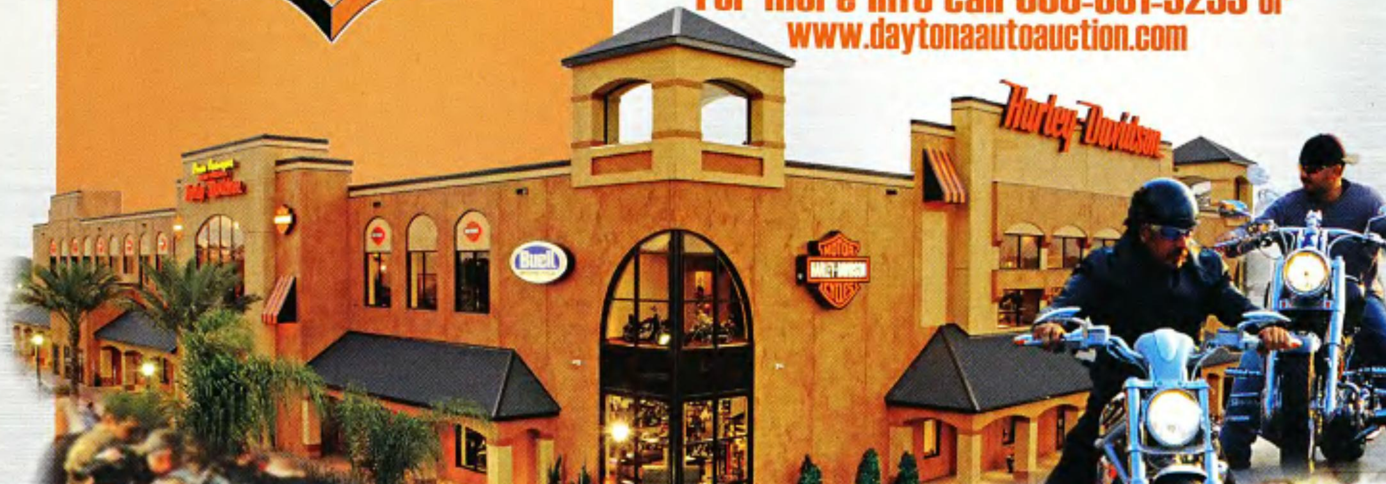

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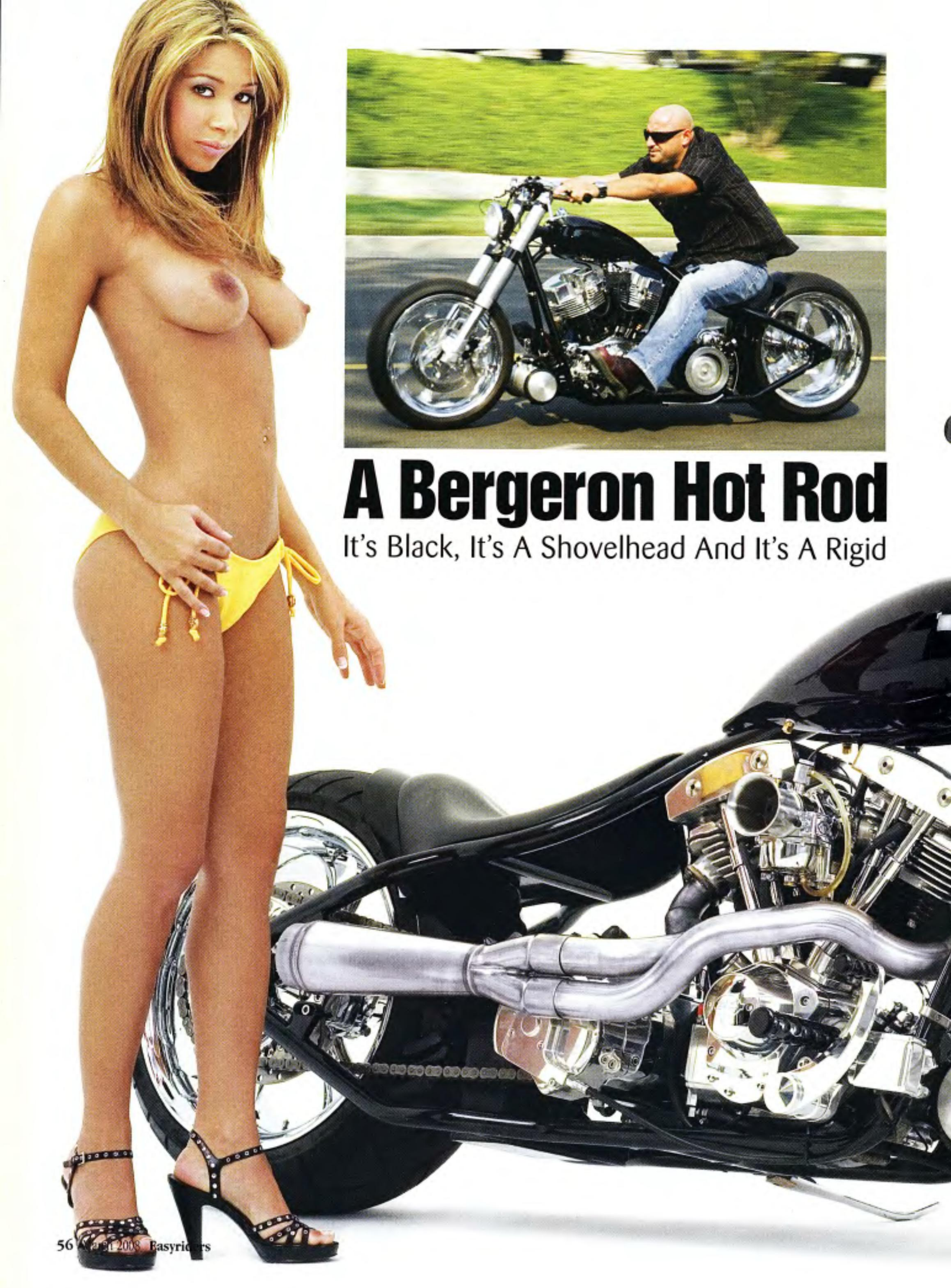


A Bergeron Hot Rod

It's Black, It's A Shovelhead And It's A Rigid

"I've been waiting for this one all my life," says Brent Capozzi, a custom metalworker now living in Palm Desert, California, who well remembers all the stripped-down FXRs he saw as a teenager in Huntington Beach. Nasty little pieces they were. There was nothing on them except what it took to start, stop and go like hell. "Ever since I was a kid," he says, "I've always wanted a bike like one of those. Unfortunately, I never picked up the mechanical wherewithal to build one myself." Brent's metalworking is more along the artistic lines. He makes custom fencing and entryways and water features—not motorcycles. "But finally I got to put it all together," he says. "I made it happen."

Well, sort of. Mitch Bergeron actually made it happen. "I was really fortunate to hook up with him," Brent says. Conveniently enough, Mitch Bergeron Customs (MBC) is now in close-by Thousand Palms. Of course Brent first talked to guys all over the place, builders from all around the country, "But I was just a little uneasy about hooking up with someone maybe a couple thousand miles away." It's not like he settled on Bergeron just because of location, though. "Mitch's work speaks for itself," Brent says. "His build portfolio has to be second to none." A couple of visits to the MBC shop sealed the deal. "Everything clean and organized, the guy is obviously a pro who pays attention."

Mitch nailed Brent's hot rod vision right to the wall. Building exactly what Brent had in mind, he didn't miss a thing. "I wanted something with that real hot rod flair," Brent says. "A little bit old-school with simple, clean lines. A small, compact rocket ship, but with some current tech blended in here and

RED HOT ROXANNE

Our *Easyriders* centerfold girl this month is the sexy and supple Roxanne from Illinois. As you can see, Roxy is damned adorable and she looks mighty fine naked. Hell, what more do ya want?

there." Mitch understood. It's all here. The tank modification, that short and sassy rear fender, the drop-seat. It all works. Jet black paint helps with the old-school vibe and there's the shovelhead engine in a twin downtube frame. But then you get into things like the high-tech inverted front end and the 240 rear tire; it's a sweet blend of old and new.

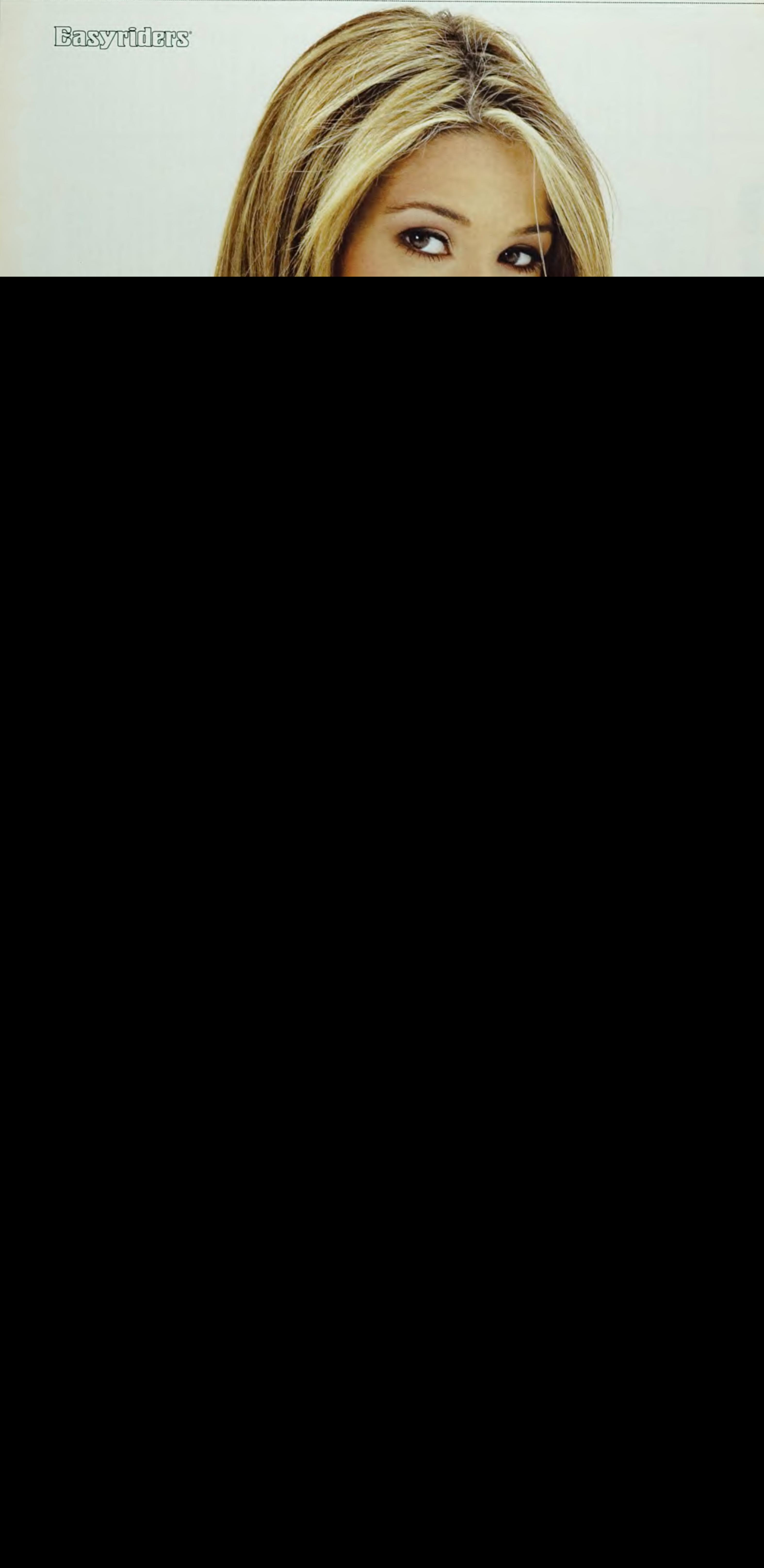
While Brent's no stranger to bikes, he's been into them since he was a teenager, he's never had anything at this level—a custom quite like this one. And thinking back to those modified FXRs he'd see running around SoCal over 20 years ago, he says this is his interpretation of all that. It's not an FXR, it's a rigid, but it definitely has that 1980s Huntington Beach/Orange County feel. "And I knew it had to be a shovelhead," he says. "I didn't care about all the horsepower that can be had with a modern engine, I wanted a shovel."

Pretty soon he'll have the best of both worlds, right after he gets done with the next step here. It's a Stage V performance build for the hot rod's engine. This shovelhead's scheduled for some real hot rod bite, 135 horsepower worth of serious juice. Not that she doesn't get up and boogie right now. She does, it's all just gonna get better. One change has already taken place, though. Originally Brent had a really short set of staggered shotgun pipes on the hot rod. He switched them for the 2-into-1 that's on here now. Mitch made them by hand. "It's great for performance," Brent says, "and the sound is a little nicer and lots deeper. Those wide open shotguns were just screaming loud."

Brent's little hot rod has been tearing up the roads for just under a year now, and Mitch had it ready in about three months. Brent Capozzi, of course, had been ready for this one most of his life.

—Joe Kress

First, crease at perforation, then remove poster at right.


Easyriders

passin' gas

Maddog gave his girlfriend a small diamond. "You said I was getting an engagement ring," complained the girl. "This is just an unmounted stone."

"Don't worry," said Maddog. "It'll be mounted the day after you are."

Rebecca Stacey
Bakersfield, California

Recently, while going through an airport during one of his many trips, President Bush allegedly encountered a man with long gray hair and a beard wearing a white robe and sandals and holding a staff. Bush went up to him and said, "Has anyone told you that you look like Moses?"

The man didn't answer. He just kept staring straight ahead. The President said, "Moses!" in a loud voice. The man just stared ahead, never acknowledging the President.

The President pulled a Secret Service agent aside and, pointing to the robed man, asked, "Am I crazy or does that man not look like Moses to you?" The Secret Service agent looked at the man and agreed.

"Well," said the President, "every time I say his name, he ignores me and stares straight ahead, refusing to speak. Watch!" Again, the President yelled, "Moses!" and again the man ignored him.

The Secret Service agent went up to the man in the white robes and whispered, "You look just like Moses. Are you Moses?"

The man leaned over and whispered back, "Shhhh! Yes, I am Moses. But the last time I talked to a bush, I spent 40 years wandering the desert and ended up leading my people to the only spot in the entire Middle East with no oil."

R. Grinch
Ridgewood, New Jersey

A young prospect is sitting at a bar, drinking, when a hot blonde sidles up next to him. "You're cute," says the blonde. "Do ya wanna go back to my place and fuck the hell out of me?"

"You bet!" exclaims the prospect. "But I must warn you, I'm a virgin. I've always been told that women have sharp teeth between their legs. So my mom told me to beware."

"Don't worry," says the blonde, and they headed back to her place where she strips and shows the prospect her shaved pussy. "Now, does it look like I have teeth down there?" she asks.

"How could you possibly have teeth down there?" he says. "Look at the shape your gums are in!"

Barbara Daniel
Sacramento, California

"Dinner's not ready, the dog shit on the floor and my wife has a vibrator stuck up her ass. Happy New Year!"

What can a swan do, a duck can't, and a lawyer should?

Shove his bill up his ass."

G.C.
National City, California

What's a sure sign that the romance has faded from your marriage?

Your wife accuses you of being interested in only one thing and you can't remember what it is.

Brandi Bonwill
Centreville, Maryland

A couple from out-of-state are camping on the shores of a lake near a tiny hamlet. The young wife, stunningly built, decides to give the local town folk a thrill by sunbathing in the nude.

"That's okay with me, honey," says her husband. "I'll go get some wood for the fire."

About 30 minutes later the husband returns to the campsite and finds his wife in tears. One of her breasts is painted green, the other red, and her ass is blue.

"What on earth happened to you, dear?" he asks.

"Some of those rednecks from town came over and told me they don't allow any nakedness around these parts. Then they gave me this paintjob!"

"Damn those trouble-makers! I'll fix them!" the husband shouts.

He rides down into town and finds the rednecks in a bar. "Who is the SOB who painted my wife red, green, and blue!" he shouts.

A huge redneck, about 6'8" steps forward, a shotgun in his hand. "I did it," he bellows. "What you got to say about it?"

The husband answers meekly, "I just wanted you to know the first coat of paint is dry."

R. Meyerson
West Palm Beach, Florida

A man and his grandson went fishing. After an hour on the riverbank, the man lit a cigarette.

"Grandpa," asked the boy, "can I try some of your cigarette?"

"Can you touch your asshole with your penis?" asked the grandfather.

"No," said the boy.

"Then you're not old enough for cigarettes."

Half an hour later the grandfather opened a can of beer.

"Grandpa, can I try some of your beer?"

The old man looked at him, "Can you touch your asshole with your penis?"

"No," said the boy solemnly.

"Then you're not old enough for beer."

Ten minutes later the boy took some cookies from his lunch bag.

"They look good," said the grandfather. "Can I have one of your cookies?"

The boy said, "Can you touch your asshole with your penis?"

"I sure can," replied the old man.

"Then go fuck yourself," said the boy. "These are my cookies!"

G. Cook
National City, California

A teacher was teaching her class about natural resources. She asked the class, "If you could have any natural resource, what would you have and why?"

The first kid raised his hand and replied, "I would have silver because it's worth a lot and I could buy a Corvette."

The teacher said, "That's nice."

Immediately another kid said, "I'd take gold because it's worth more, and I could buy a Viper."

Little Sally then raised her hand. When the teacher asked what resource she would have, little Sally replied, "I'd have silicone."

The teacher, looking puzzled, asked, "Why?"

Sally answered, "Well, my mommy has two bags of silicone, and you should see all the sports cars in my driveway.

Josh Schauer
Brush Prairie, Washington

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

▼ To remove poster, first, carefully crease at perforation, tear out gently, then lick Roxanne's rosy nipples until you're exhausted. ▶

Owner: Brent Capozzi
City: Palm Desert, California

GENERAL
Designer: Mitch Bergeron
Year/make: 2006 Mitch Bergeron Customs
Model: rigid
Assembly: Mitch Bergeron Customs

ENGINE
Year and make: 2006 S&S shovelhead
Rebuilder: Mitch Bergeron Customs
Displacement: 93 cubic inches
Ignition: S&S
Cam: S&S
Carb: S&S
Air cleaner: stack
Pipes: Mitch Bergeron Customs

TRANSMISSION
Year/make: 2006 PowerMax
Shifting: 6-speed

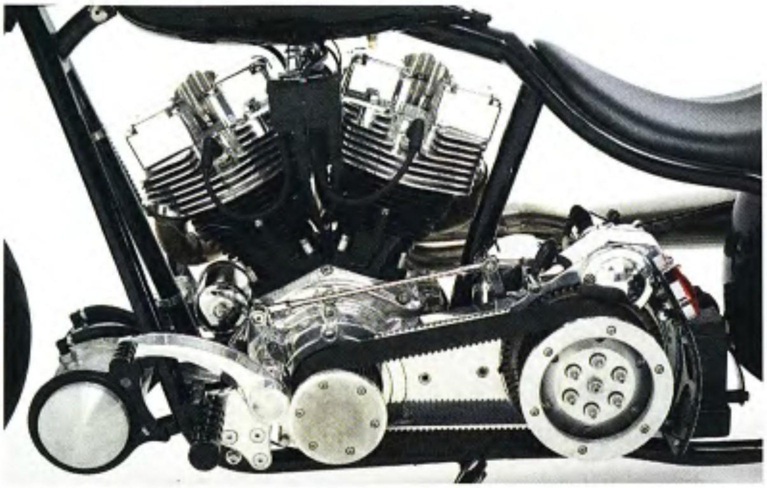
PAINTING
Painter: powercoated
Color: black

FRAME
Year/make: 2006 Maximum Metalworks
Type: rigid
Rake: 30 degrees
Stretch: none
Shocks: none

ACCESSORIES
Handlebars: Drag
Handlebar controls: Performance Machine
Fenders: Mitch Bergeron Customs
Headlight: Vintage
Taillight: found it
Speedo: none
Pegs: Brent Capozzi
Foot controls: MBC
Gas tank: Mitch Bergeron Customs
Oil tank: Mooneyes
Seat: Bitchin' Seats
Mirrors: none
Grips: Brent Capozzi

FRONT END
Type: Inverted
Builder: Paioli

WHEELS
Make: Performance Machine
Size: 18-inch
Tires: Metzeler, 240 rear
Brakes: Performance Machine
Photos: Rick Hustead
Contact: Mitch Bergeron Customs
760-772-8244
www.mitchbergeroncustoms.com



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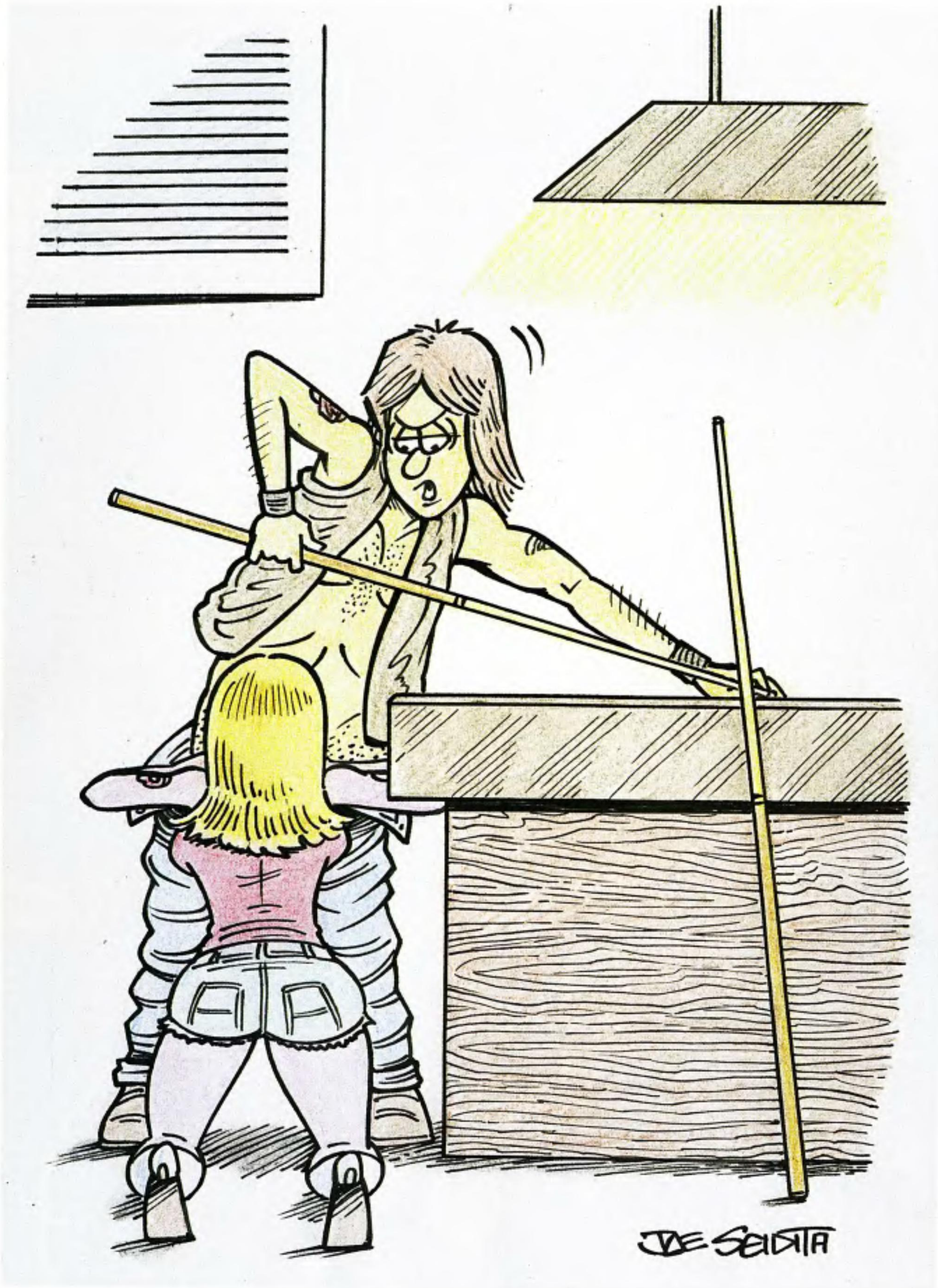

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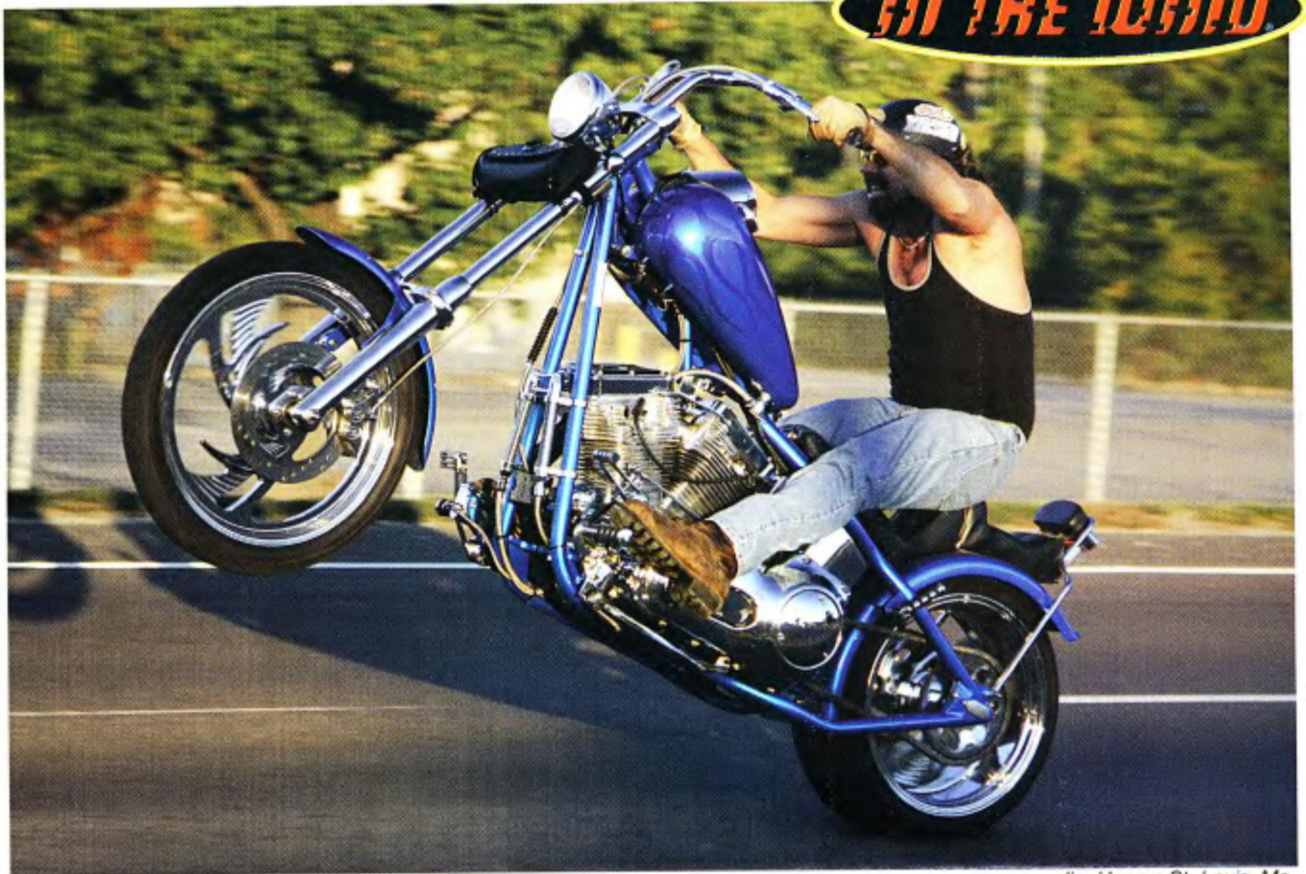
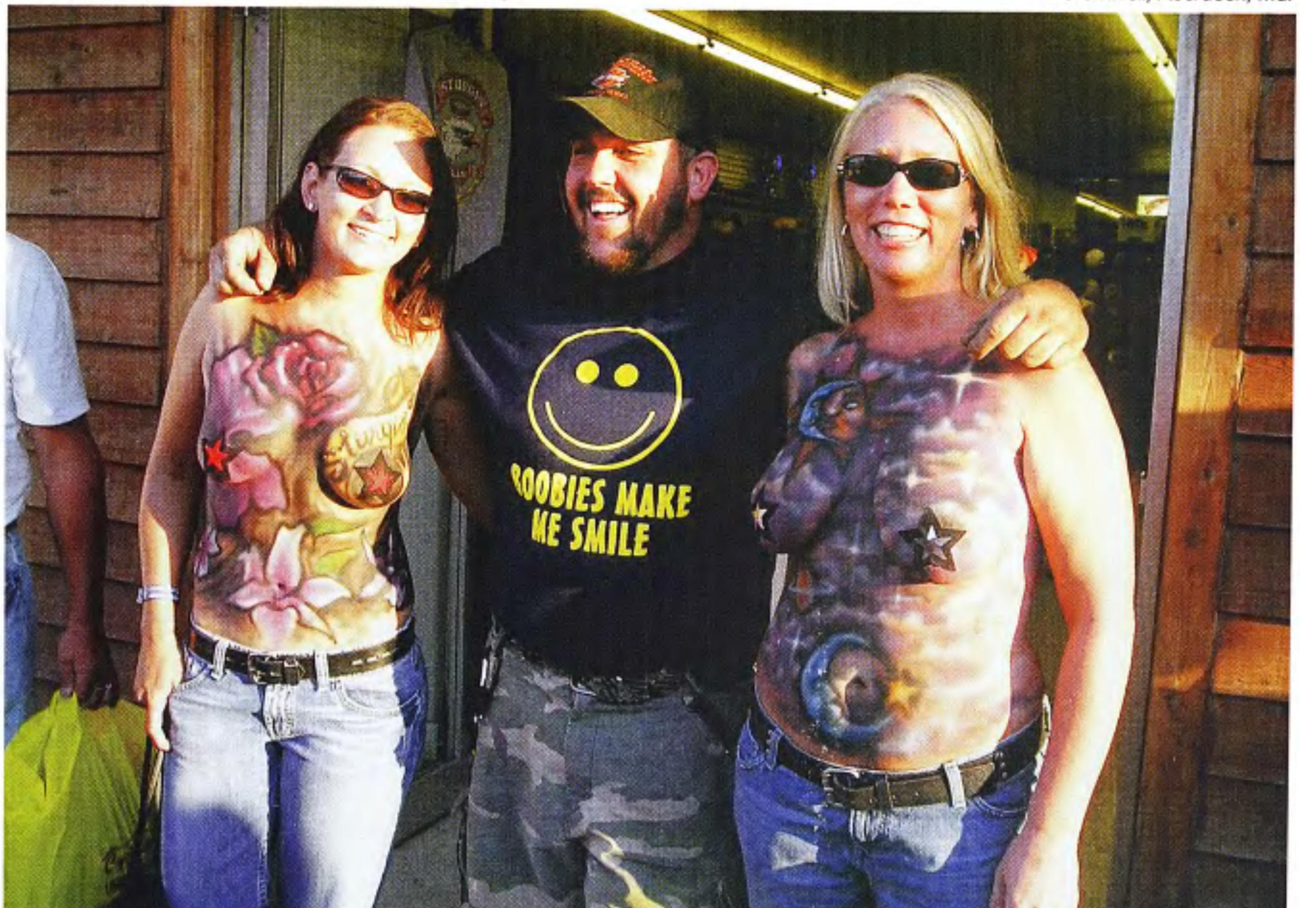


Yeeeeee-haw!!! —Jim Harvey, St. Louis, Mo.

Goo fighters at Dead River Biker Fest. —T.W. Banks, Lyons, Ga.

One tough bitch! —Wayne Anderson, Myrtle Beach, S.C.

Puttin' proud on a panhead at the Dream Catcher Rally. *—Bill Cromwell, Aberdeen, Md.*



Woody from Sundance gets one (two?) in Sturgis. *—Justin Wood, Sundance, Wyo.*

Pete and Jennifer blow-dry their hair to a lustrous texture. —*Egg and Pez Pesapane, Casino Run, Mohegan, Conn.*

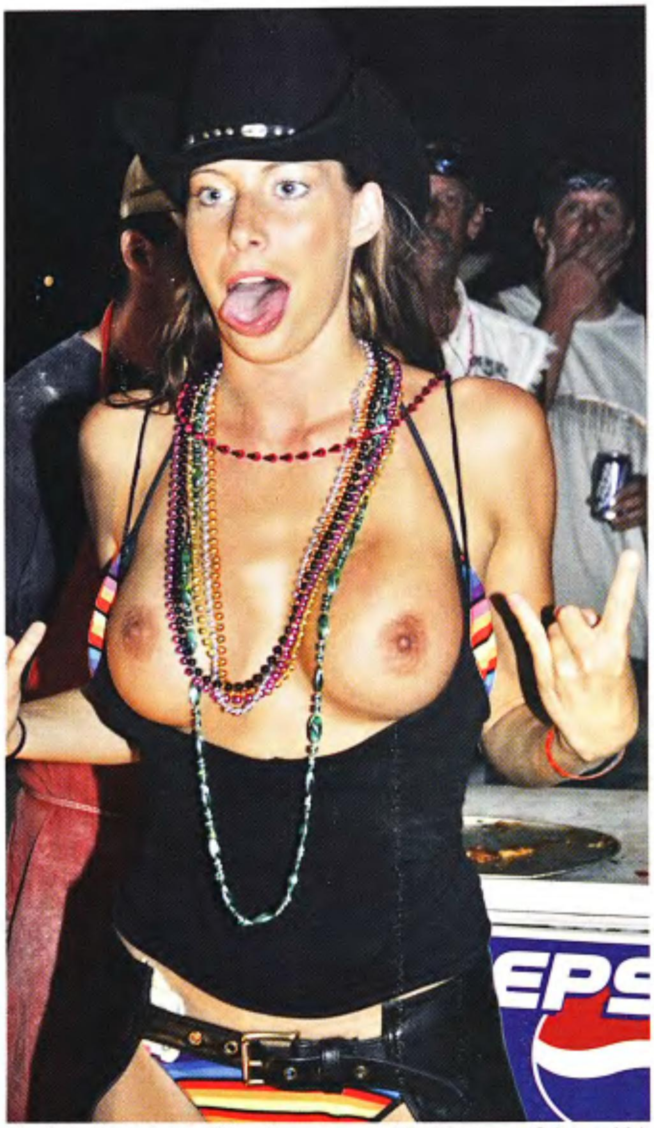
A Wedding Day bird. —*Frank Shondelmyer, Adamsburg, Pa.*

Dazzlin' Doreen in full-bloom. —*Doreen Collins, West Babylon, N.Y.*

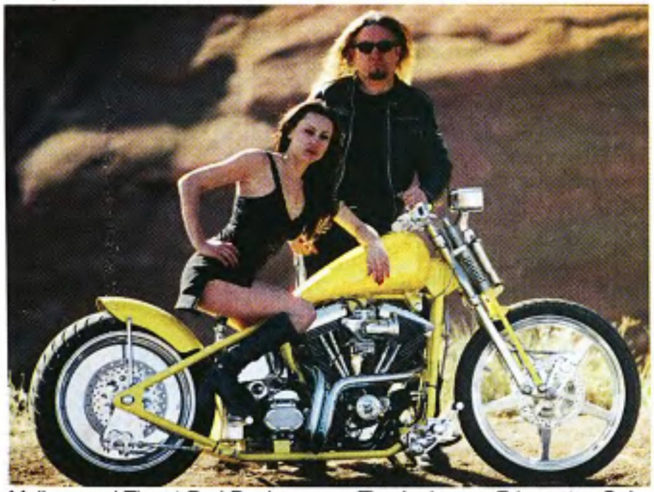
Sturgis after dark at Full Throttle. —*Darwin Becker, Dickinson, N.D.*

"Welcome home, Marine!" —*Tim Anderson, Edgewater, Colo.*

The boys are back in town...Vietnam Vets MC, Oklahoma Chapter. —*Picture Man, Oklahoma City, Okla.*



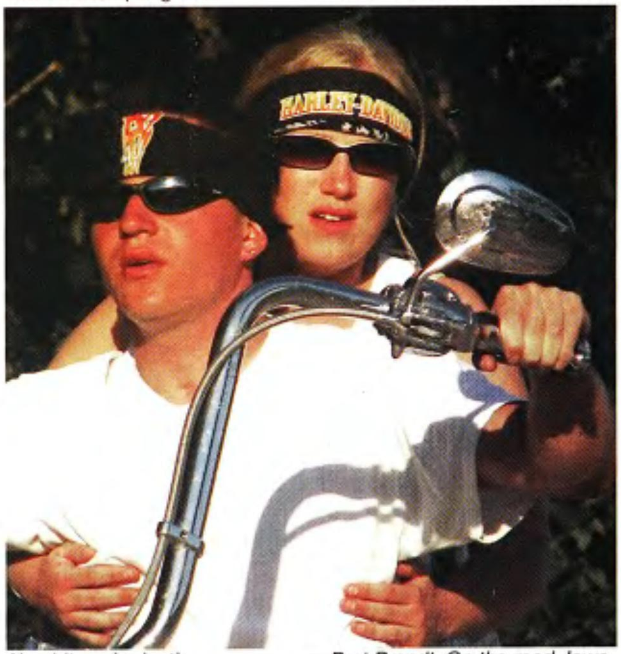
"I only had one beer, Officer." —*The Beadman, Orleans, Md.*



Melissa and Tim at Red Rocks. —*Tim Anderson, Edgewater, Colo.*

Brothers...forever. —*Gail Blankenship, Elsberry, Mo.*

Tabitha's tempting tush. —*Bill Cromwell, Aberdeen, Md.*

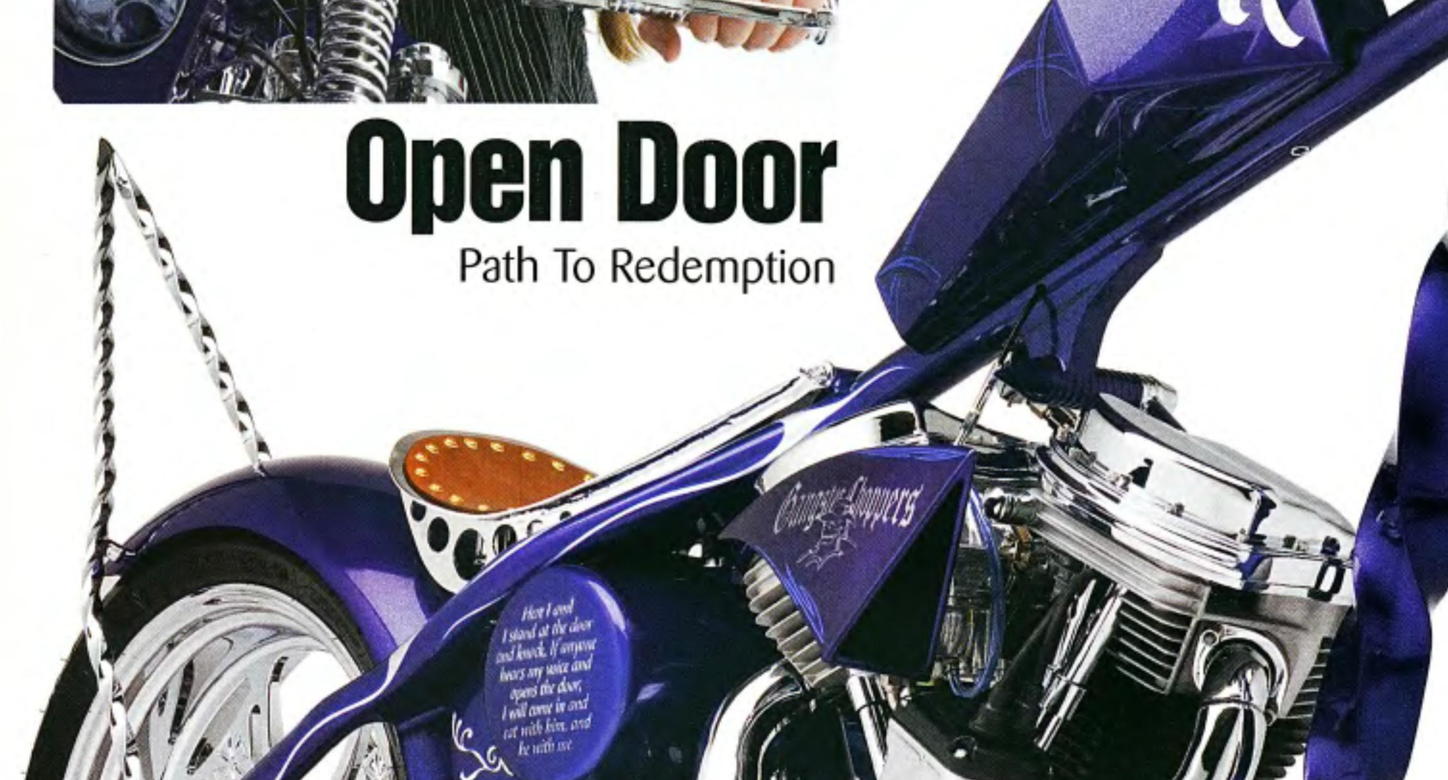


Ah, shit, we're lost! —*Bret Brandt, On the road, Iowa*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

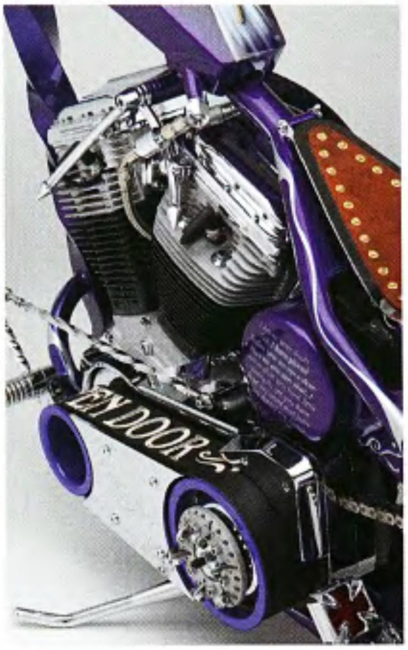
Open Door

Path To Redemption



Don Drurey had lost his wife, his children and his job due to the ravages of his alcoholism. When he had hit rock bottom, some Christian bikers spoke with him and his life changed forever. He began the arduous task of slowly rebuilding his life. He is now drug and alcohol free, earned his commercial driving license and has become a truck driver. His life continued to improve, and then he met a lady who shared his values and love for motorcycles.

When Don met John Dodson of Gangster Choppers, he told him he wanted to begin to repay the community and God by building a bike as a tribute to the force that saved his life. Now when he shows the bike off, he finds it a terrific ice breaker for families and young people to help him talk to people who might be going through troubles in life.



Don had a very good idea of what he wanted his scooter to look like, and he found that John was a builder who could refine those ideas into the bike he envisioned. John started the construction by building the twisted downtube frame with a solid bar of steel. This required the strength of four men and two rosebud torches to form the twisted shape. The bottom of the downtube ends in a point and John repeated that point with the design of the one-off headlight, the air cleaner and the ends of the handmade pipes.

The engine and transmission were genuine Harley-Davidson, rebuilt by Kendall Johnson. He kept the 80-inch displacement, but worked his magic to the heads, and added one of his special Speed Ball grind cams. This is the first engine that

Kendall had built to use a magneto for fire, and he went with the tried and true S&S carburetor for the fuel.

Don already had the original coffin tank, which he got from a swap meet, and also the Ultima billet wheels with the cross motif. He also knew that he wanted to use the Denver's springer front end with the twisted front legs. John continued the twists throughout

the bike, building the sissybar, forward controls and shifter from scratch.

The traditional flames, demons and death were hardly the message that the man of faith wanted on his bike. John felt that for such a specialized paintjob that the painter that he selected should be a person who shared Don's beliefs. Chad McReary of Copperhead Graphics was that man, and he laid down the House of Kolor Kandy Purple Flake and lettered the snippets of scripture that adorn the sheet metal. The graphic on the tank has very special memory for Don; the original painting hung on the walls of his house as a child and was a favorite of his mother. He tracked down a duplicate and had Chad paint it on. The bike's theme of the open door is a testament and dedication to faith. *—Kit Maira*

Owner: Don Drurey
City: Chesterfield, Virginia
GENERAL
Fabrication: Gangster Choppers
Year/make: 2005 Gangster Choppers
Model: Open Door
Assembly: John Dodson
Time: 6 months
Chroming: Chrome Masters
ENGINE
Year: 1999
Builder: Harley-Davidson/Kendall Johnson
Displacement: 80 cubic inches
Cam: Kendall Johnson Speed Ball
Carb: S&S
Ignition: magneto
Pipes: Gangster Choppers
TRANSMISSION
Year: 1999
Shifting: foot
Special Features: built by Gangster Choppers
PAINTING
Painter: Copperhead Graphics
Color: Kandy Purple Flake
Type: House of Kolor Urethane
Special paint: lettering and graphics
FRAME
Maker: Gangster Choppers
Type: rigid
Rake: 40 degrees
Stretch: 4 inches up and out
Other alterations: twisted downtube
ACCESSORIES
Handlebars: Choppers Inc.
Handlebar controls: Performance Machine
Fender: Gangster Choppers
Headlight: Gangster Choppers
Taillight: Gangster Choppers
Pegs: Gangster Choppers
Electrics: Larry Mann
Foot controls: Gangster Choppers
Gas tank: original '70s tank
Oil tank: Gangster Choppers
Oil system: Harley Davidson
Seat: Gangster Choppers
Mirrors: none
Grips: Gangster Choppers
FRONT END
Type: springer
Extension: 6 inches over
Builder: Denver's/ Gangster Choppers
WHEELS
Size: 21-inch front, 18-inch rear
Wheels: Ultima
Tires: Metzeler
Brakes: Performance Machine/ Gangster Choppers
Photos: Michael Lichter
Contact: Gangster Choppers, Inc.
1-866-640-CHOP
www.gangsterchoppers.com

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REMINISCENCE

Our newest featured artist, Michael Knepper, has combined the great motorcycle and musical influences of the 1969 era, Jim Morrison, Jimmy Hendrix, Che Guevera and the famed Easy Riders in this piece titled, Reminiscent. A limited edition of 125 30"x36" giclée on canvas prints are now available. Call for additional information and pricing.

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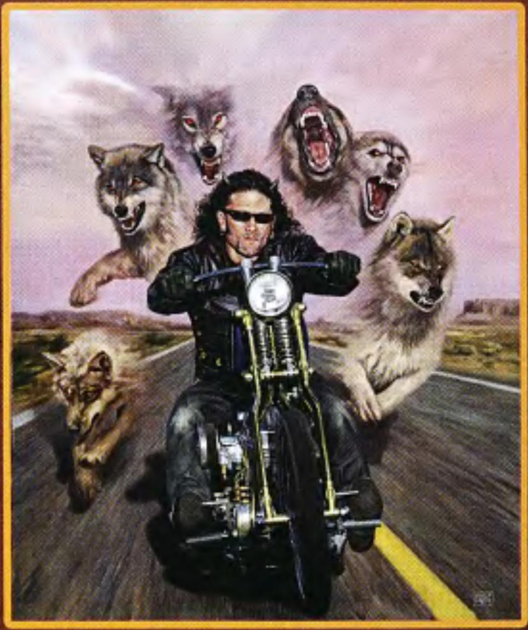
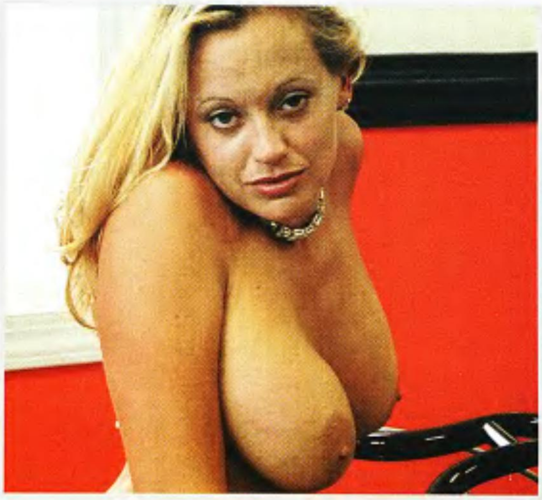


RUNNING WITH WOLVES

Running With Wolves was commissioned as a Devil themed calendar featuring motorcycle builders and their creations. This work, a devilish portrait of Paul Cox, is now available in a limited edition of only 60 36"x30" giclée on canvas prints.

Meet October's Winner

Crazy Canadian Customs "officials." Years ago you could cross the border into the Great White North with a smile and a handshake. "Welcome to Canada, eh." Now, its own citizens have trouble coming into the U.S., or so it would seem with your October winner Khristina. However, after several phone calls between them and our "ever-pleasant and courteous" selves we were able to smuggle this tattooed and pierced (in all the fun places) hottie across the border to pose on a G-Spot in front of our mile-high photog, Curt Lout. During her trip here to the FUN country, she was having such a great time she didn't cash her winnings here. Trying to do so in Canada has put a permenant hold on her dough. Hmmm, quite the savings for us, I'd say. Right, ya hosers? —*Dudley Dowrong*



Angie—North Carolina

#0301

"I was just 5 years old and my dad was holding me as we rode down Highway 264. I'll never forget it and still can't get enough of it!"

Brittani—Tennessee

#0302

"My first ride was in 2005 and, after a fast start off a light, I fell off. Although a little scraped up, and a little scared, I got back on and still love riding today!"

Win $1,000!

Jamie—Washington

#0303

"After my first ride, I knew I needed my own. Riding my Deluxe is all the foreplay I ever need."

Lil' Rhee—Virginia

#0304

"I was wearing a thong bikini and the vibration coming up from the seat was the absolute most erotic sensation I have ever felt."

JaCee—Texas

#0205

"I was 17. My mom's No. 1 rule was no motorcycles of any kind, so that made it even more fun, and I was also with a man a LOT older than me. I was breakin' all the rules and lovin' it! I've been hooked ever since!"

Tricia—Wisconsin

#0306

"I feel so safe and comfortable on a Harley. I have a bad habit of falling asleep on the back! It's the best feeling ever, ALMOST better than sex!"

Win $1,000!

After 35 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win $1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's drivers license.
- A photograph of the model holding the signed release form and her drivers license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons — in writing — for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard — or on the back of a sealed envelope — and mail it to #417 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt), January 31, 2008. The voting deadline for this month's crop of cuties is February 29, 2008. We'll announce the winner in the July 2008 issue.

This boobie-grabbin cutie, Jennifer, is your November winner. C'mon back next month and see if we can convince her to grab other things as well! We'll tell ya all about it, cuz we sure as shit ain't gonna show ya!

417

FOX HUNT
P.O. Box 3000,
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I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

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Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

Remember, an application can also be submitted on-line, and guys, you can now vote for your favorite girl that way, too. To do either, just go to www.easyriders.com and click on Fox Hunt. ***Don't forget to vote! These girls are depending on you!***

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Feb	24	Tucson Harley-Davidson - Tucson, AZ
Feb	29-Mar 2	Bike Week - Daytona Beach, FL
Mar	14-16	Available
Mar	22-23	Hilton Head Motorsports - Bluffton, SC
Mar	29	Available
Apr	5	Mt. Cheaha Harley-Davidson - Oxford, AL
Apr	11-13	Available
Apr	19	Harley-Davidson of Louisville- Louisville, KY
Apr	24-27	River Run (Pioneer Hotel) - Laughlin, NV
May	2-4	Roseville Cycle Center - Roseville, CA
May	9-11	Available
May	14-18	Bike Week - Myrtle Beach, SC at the HB Spokes Saloon
May	23-25	Party at the Pines - Longview, TX (Gregg County Fairgrounds)
May	31	Fink's Harley-Davidson - Zanesville, OH
June	5-7	TN State HOG Rally, Knoxville, TN
June	13-15	Avaliable
June	21	Harley-Davidson of Louisville - Louisville, KY
June	27-29	S&S 50th Anniversary Party - LaCrosse, WI
July	5-7	Smokey Mountain H-D - Marysville, TN
July	11-13	Boston Harley-Davidson - Everett, MA
July	15	Motorcycle Night - Lowell, MA
July	18-20	Carlisle Bikefest - Carlisle, PA
July	25-27	Available
Aug	1-3	Avaiable
Aug	8-10	Full Throttle Saloon - Sturgis, SD
Aug	16	Pigtrail Harley-Davidson - Rogers, AR
Aug	22-24	Liberty, Harley-Davidson - Boston Hts, OH
Aug	30	RT 43 Harley-Davidson - Sheboygan, WI
Sept	5-7	Loess Hills Rally - Council Bluff, IA
Sept	12-14	High Country H-D - Frederick, CO
Sept	20	Birds of Pray Harley-Davidson - Caldwell, ID
Sept	26-28	Reno Harley-Davidson - Reno, NV
Oct	3-5	Harley-Davidson - Cartersville, GA
Oct	10-12	Jim's Harley-Davidson - St. Petersburg, FL
Oct	16-19	Biketoberfest - Daytona Beach, FL
Oct	24-26	Harley-Davidson - Shreveport, LA
Oct	31-Nov 2	Stone Mountain Harley-Davidson - Lilburn, GA
Nov	7-9	Space Coast Harley-Davidson - Palm Bay, FL
Nov	14-16	Extreme Power Sports - Columbus, GA
Nov	21-23	Available
Nov	28-30	Available
Dec	5-7	Available
Dec	12-14	Available
Dec	19-21	Available
Dec	25	Merry Christmas

2008 SCHEDULE

Officially open from February 29 through March 9, 2008, the 67th running of the Daytona Bike Week is going to be a reminder of how times have changed. Old Harley knuckleheads, panheads and even shovelheads with their leaky oil pans and the rhythmic rat-a-tat coming out of usually unmuffled pipes have mostly gone the way of the Dodo bird.

They have given way to the marvels of modern motorcycling: push-button beauties with paintjobs that cost more than some people's houses; behemoth 117-inch (and larger) motors that are fuel-injected, computer-controlled monsters blowing everything out of the water that even carries a hint of "rat-a-tat." And the last time I've seen anyone with a tool pouch tucked under his (or her) solo seat or risers, the film *Harley-Davidson and the Marlboro Man* had just made its brief appearance in movie theaters across the country.

Times may be different, but Daytona Beach, Florida, is still on the map, at least my computer tells me so. I can Mapquest it with no problem and even look at it up close through Google Earth. But despite all that technology and progress, nothing beats a personal visit to Daytona Beach during Bike Week. Yes, even today there are certain things and experiences you simply can't emulate virtually. You have to be there yourself to appreciate the thunder-like roar emitted by those blueproof Vance & Hines pipes with their tunable Fuelpak management system, and watch the pros adjusting HI-4 ignition modules with their ignition sensor located inside the hi-tech camshaft nose cones.

Sound all too complicated? I know, and that's why you'll most likely find me with a real can of beer in my hand ogling the relatively simple, yet real construction mode of the female anatomy on the simple, real beaches. *—Red Baron*

Since it's not even Christmas as of this writing, you can imagine that many events might still have changed by the time you read this. For more precise and up-to-date information, there are lots of good Web sites, but the official one is probably the best one: www.officialbikeweek.com

Daytona Bike Week Survival Guide 2008

JUST TRYING TO KEEP IT SIMPLE

Destination Daytona
Located on I-95 and U.S. 1, Exit 273, Destination Daytona is the perfect starting point for your Daytona adventure. It has anything and everything the modern biker could possibly wish for, even 109,000-square-feet full of brand-new Harley-Davidsons (just in case you've got your heart set on one). That's right, Bruce Rossmeyer's Destination Daytona is the mega biker mall of the future; it includes the new Arlen Ness facility along with the massive Harley-Davidson Superstore, restaurants, a hotel, condominiums, a truck stop, outdoor vendors by the score, and the Teresi Dyno-Drags truck.

Obviously built for the modern, sensitive biker who appreciates and expects modern technology and the very best in everything he buys, this is not a place for the sleeping-bag-totin', panhead-kickstartin' and penny-countin' roughneck from yesteryear. This is tomorrow's biking today. Consequently, there'll also be live entertainment, a huge manufacturers display, and an on-site expo. And for the Teresi Dyno-Drags, you can even run whatcha brung without the risk of crashing it.

Daily Events
As usual, events, their times and dates are subject to change, so check the official Daytona Bike Week Guide when you get there, available at the Daytona Beach Area Convention & Visitors Bureau at 386-255-0415 or 800-854-1234. Or check with their official Web site (which is where we always get or info): www.officialbikeweek.com. E-mail address: info@daytonachamber.com

February 29 – March 9, 2008
67th Anniversary of Bike Week – area-wide – 386-255-0981

Official Bike Week Welcome Center
Free literature on area events; pick up the Official Pocket Guide & 2008 Bike Week Poster – 9 a.m. –6 p.m. Riverfront Park, Beach Street: 386-255-0981, ext. 230; www.officialbikeweek.com

Daytona International Speedway –
Daytona 200 Week – Ticket Info 386-253-7223; www.daytonainternationalspeedway.com

Thunder Gulch – Black Cloud Saloon & The Watering Hole Patio Bar
Live entertainment, contests, prizes, giveaways, food, beverages, vendors; One mile north of Bunnell on US1; 800-714-8388

Arlen Ness Custom Motorcycles
Outside vendors, all motorcycle related products, T-shirts, trailer sales, sunglasses, custom bikes and choppers, custom wheels and much more; 420 N. Beach St., Daytona Beach; 386-271-1981

Bank & Blues Club
Home of the Razorbacks, the best in Rockabilly; Mezzanine-style historic bank building at 701 Main St., Daytona Beach; 386-252-9877

Barney's Leather
Vending, food, beer, music and T-shirts; 438 N. Beach St., Daytona Beach; 386-677-7674

B.F.F.A.R. (Bikers for First Amendment Rights) Formerly Whiskey Pete's
8 a.m. – 2 p.m.; Live entertainment, full liquor bar, food, secure motorcycle parking; 144 Ridgewood Ave., Holly Hill; 386-253-3993

Boot Hill Saloon
Two Locations to party:
1) Main Street; Bands inside and outside: 310 Main St., Daytona Beach;
2) Ormond Beach; Live music daily, Wall of Death; 1081 N. US Hwy 1; 386-257-2007; www.boothillsaloon.com

Broken Spoke Saloon
Great drinks, beer specials daily, full liquor bar, contests, free bike parking and live music; 1151 N. US1, Ormond Beach; 386-673-1040

Carl's Speed Shop
Harley Performance Center with computerized dyno jet 250i dynamometer installations of power commanders, showroom and real performance shop, high-performance parts and accessories, clothing and other apparel center; 9 a.m. - 7 p.m.; 390 N. Beach St., Daytona Beach; 386-257-3777

The Chamber, Daytona Beach/ Halifax Area
Free literature on area events, free blood pressure checks, first aid and Valvoline display, pick up the Official Pocket Guide & 2008 Bike Week Poster. Contact: Kevin Kilian: 386-255-0981, ext. 230

Cheyenne Saloon
Outback bar, BBQ ribs and smoked turkey legs, games, contests, live bands, breakfast buffet daily 7 a.m.-11 a.m.; East Palatka; 386-328-9216

Daytona Harley-Davidson
Outside vendors, all motorcycle related products, clothing, leather goods, chrome and much more; 290 N. Beach St., Daytona Beach; 386-253-2453

Daytona International Speedway –
Demo Rides from Honda, Kawasaki, Suzuki, Triumph, Buell, Yamaha, Aprilia, Moto-Guzzi, BMW, Harley-Davidson, Victory, Boss Hoss, and Bourget Bike Works; riders must hold a valid motorcycle license and have a DOT-approved helmet to participate; 386-254-2700

Dirty Harry's
Music, food, drinks and fun; 705 Main St., Daytona Beach; 386-252-9877

Down The Hatch
An authentic Florida seafood restaurant with live music, outdoor deck and scenic view; Front St., Ponce Inlet; 386-761-4831

First Turn Lounge & Steakhouse
Live rock & roll bands, tiki bar, contests, karaoke, food, liquor and beer; 5236 N. US1, Port Orange; 386-788-5434

Froggy's Saloon
Music day and night, food, souvenirs and more; 800 Main Street, Daytona Beach; 386-254-8808; www.froggyssaloon.com

Full Moon Saloon
Home of the $2 bloody marys, $3 margaritas and more; 700 Main St., Daytona Beach; 386-253-1944

Gilly's Pub 44
Blow-out party every day; live bands (including national recording artists) noon – 2 a.m.; Games, dancing, food and drinks, vendors, contests; 1889 SR 44, New Smyrna Beach; 386-428-6523; ww.pub44.com

Gold Wing Getaway Vendor Show
9 a.m. - 6 p.m.; Pinstriping, airbrush artists, tires, accessories, food and more; presented by Chapter FL1-H Gold Wing Riders Assoc.; New Smyrna Beach Airport, US1; 386-673-6176

Hang Dawg Saloon
Live music daily by Fireball from England, Hogwild Honeys, bike wash, bull riding, contests; 1065 US 1N, Ormond Beach

Inlet Harbor Marina & Restaurant
Live music daily, fresh local seafood, steaks, cold beer and tropical drinks. Party on the areas largest torch lit deck; South on A1A to 133 Inlet Harbor Rd., Ponce Inlet; 386-767-5590

Iron Horse Saloon
Food, vendors, Wall of Death, burn-out pit, live entertainment: 1068 N. US1, Ormond Beach; 386-677-1550

JB's Fish Camp
Rustic dining on the river, Key West style sunsets, full bar, outside dining, and live music nightly; A1A South, beachside New Smyrna Beach; 386-427-5747

Kickstand City
Overnight parking throughout Daytona 200 Week by Honda; 386-254-2700

Ocean Deck Restaurant & Beach Club
Reggae Beach Bash with oceanfront views, great food and drinks; 127 Ocean Ave., Daytona Beach; 386-253-5224; www.oceandeck.com

Riverfront Park
9 a.m. – 8 p.m.; Major manufacturers' motorcycle displays, food court, live entertainment, official mechandise and official Welcome Center; across from Harley-Davidson; 386-677-9609

Smiley's Tap
World-famous $7 BBQ Buffet, music, outside beer garden, vendors, awesome food and nightly bon fires; 1161 N. US1, Ormond Beach; 386-677-9609

Spider's Promotions
Bike Week Campground, hot showers, Volusia Speedway Park; Rt.40, 15 miles west of I-95; 888-438-2729

Sunshine Park Vendor Expo
8 a.m. - 6 p.m.; Free admission; 2400 S. Ridgewood Ave., South Daytona; 386-677-6749

Traders Beach Club
Live music nightly, contests with cash prizes, no cover charge; 317 Flagler Ave., New Smyrna Beach; 386-428-9141

Wise Guys Watering Hole
Great entertainment, food, best view in town; 415 Main St., Daytona Beach, 386-253-8251

The Wreck Riverfront Restaurant
Located directly on the river; 510 Main St., Daytona Beach; 386-226-3000

Volusia County Fairgrounds Swap Meet
9 a.m. – 8 p.m.; Parts from around the world with biker games and more; 386-252-3101

Day-to-Day Activities

March 2

Smiley's 33nd Annual Pig Roast
With music, outside beer garden, vendors & bonfire; 1161 N US1, Ormond Beach; 386-677-9609

March 3

Daytona 200 MC Mystery Ride
9:00 a.m. until ?; A 200-mile ride through Florida back roads and forests, easy paced, plenty of stops, lunch; registration 9:00 a.m. – 10:00 a.m.; 3.5 miles west of I-95 on International Speedway Blvd.

H-D & Buell Demo Rides
9 a.m. – 3 p.m.; Daytona International Speedway.

March 4

Harley-Davidson
10 a.m. – 5 p.m. Indoor Show, other activities tbd; Ocean Center Arena; 386-254-4500

March 5

J. Wood & Co.
Opening day swap meet and trade show; all brands of motorcycles; Edmunds Center, Stetson University, DeLand; 352-795-8895

Cabbage Patch
Coleslaw Wrestling; located in Samsula; 386-428-5459

March 6

J. Wood & Co.
1 p.m.; Parts and memorabilia auction to include inventory from a Triumph dealership locked up for 30 years. Many hard-to-find and popular parts, as well as many used parts for Triumph, BSA, British parts, basket and project bikes; Edmunds Center, Stetson University, DeLand; 352-795-8895

Gilly's Pub 44
27th Annual Bike Bash; Outdoor concert, food and drinks, vendors, and much more; 386-428-6523; www.pub44.com

March 7

Boardwalk Merchants Association 17th Annual Boardwalk Classic Ride-In Show
8 a.m. – 4 p.m.; Registration from 8 a.m. – 11 a.m.; Show begins at 11 a.m. - awards at 4 p.m.; Cash prizes and trophies; Enter Boardwalk from corner of Main Street and Ocean Avenue; 386-253-0254

JB's Fish Camp
Annual Clambake & Seafood Festival A1A Beachside, New Smyrna Beach; 386-427-5747

Daytona Supercross by Honda
Daytona International Speedway; 125cc SX Series Main Event; 386-253-7223; www.daytonainternationalspeedway.com

J. Wood & Co.
1 p.m. until ?; 21st Annual Daytona Antique & Classic Auction; Edmunds Center, Stetson University, DeLand; 352-795-8895

March 8

67th Daytona 200 by Honda
Daytona International Speedway; Daytona 200 by Honda & AMA Superbike Championship opening round; 386-253-7223; www.daytonainternationalspeedway.com

Daytona Beach Community Foundation Motorcycle Drawing

The Chamber, Daytona Beach & Halifax area –
Official custom motorcycle drawing at approximately 1 p.m. at the Bandshell behind the Hilton Daytona Beach at Ocean Walk Village; 386-255-0981; www.officialbikeweek.com

36th Annual Rat's Hole Custom Bike Show
This year it happens at the Daytona Lagoon, next to Ocean Center. For the first time: V-8 Chopper Build-Off; all contestants line up next to curb on Ora Street between 7:30 a.m. - 8:30 a.m.; Judging at 10 a.m.; 386-454-3496; www.ratshole.com

Biker Bash on the Beach Hilton Daytona Beach Oceanfront Resort
1 p.m.; Headliner Concert at the Bandshell; 386-254-8200

Photo: Michael lichter

Bars and Strip Clubs

Art's Place
Off the beaten path. Burgers, bands, bonfires, barbecue, horseshoes, miniature golf, poker runs, etc.; 5115 N. Hwy. 17, DeLeon Springs; 386-985-5151

Billy Bob's Country Night Club
2801 S. Ridgewood Ave. (U.S.1), South Daytona; 386-756-0448

Boot Hill Saloon
310 Main Street, Daytona Beach There is something happening in this place each and every day. Check daily events schedule for more info.; 386-258-9506

Bottom's Up Club
Strippers; barbecue in the back; 2396 N. U.S. 1, New Smyrna Beach; 386-427-0364

Cabbage Patch
Coleslaw wrestling; 12 noon; Samsula; 386-427-8969

Cheyenne Saloon
Hwy 17 S. East Palatka, 2 miles South of the Bridge; 386-328-9216

First Turn
Free Beer Hour every day, plus live bands daily, LA Knockout Oil Wrestling, Miss Bare Chaps, and a whole bunch more of fun stuff; 5236 U.S. 1, Port Orange; 386-760-378

Froggy's
The biggest party on Main Street with lots of stuff going on night and day; 800 Main St., D.B.; 386-253-0330

Full Moon Saloon
9 S. Wild Olive, D.B.; 386-257-8661

Gilly's Pub 44
1889 State Road 44, New Smyrna Beach. There's something happenin' every day of the week (see Events Calendar); 386-428-6523

Iron Horse Saloon
Annual motorcycle Mardi Gras, free beer hour daily, live bands, events, California Hell Riders and their Wall of Death; 1068 N. U.S. 1, Ormond Beach; 386-677-1550

Jackson Hole Saloon
1081 N. U.S. 1, Ormond Beach; 386-673-6996

Last Resort
Daily live bands, vendors, and entertainment; 5812 Ridgewood Ave. (U.S. 1), South Daytona; 386-761-5147

Lollipops Gentlemens Club
More naked ladies than you can shake a dick at; 643 N. Grandview Ave., Daytona Beach; 386-254-7800

Main St. Cafe/Al's Alley Pub
A busy place, lotsa music; 821 Main St., Daytona Beach; 386-257-2323

Molly Brown's
Strippers, strippers, strippers...; 542 Seabreeze Blvd., Daytona Beach; 386-255-5966

Pandora's Box
Strippers and more; 319 2nd Ave., Daytona Beach; 386-252-9163

Ringside
Boxing ring, Miss Daytona Bike Week contest, cheap beer, bbq and more; 116 E. Dunlawton Ave., South Daytona; 386-756-0230

Shark Lounge
Strippers galore. 730 Int'l. Speedway Dr., Daytona Beach.; 386-258-1230

Shingle Shack
Strippers etc.; 640 N. Ridgewood, South Daytona Beach; 386-252-3584

Smiley's Tap
Just like last year: lotsa stuff happening; 1161 N. U.S.1, Ormond Beach; 386-677-9609

Sopotnick's Cabbage Patch
Daily bands, 2-wheel camping, and much more; 549 Tomoko Farm Rd., New Smyrna Beach; 386-427-2659

Squeeze Inn Pub
Drink specials, bands and contests; 5005 S. Ridgewood Ave. (U.S. 1), South Daytona; 386-760-2564

Willy's Motorcycle World
Collector-bikes on display; 566 Ballough Rd.; 386-253-2100

Swap Meets

Spider's Swapatona Gigantic Motorcycle Swap Meet
Daily, 10 a.m.-6 p.m.; Six acres of motorcycle arts and accessories; Daytona Flea Market. I-95 and U.S. 92, Daytona Beach;1 mile west of Daytona International Speedway; 800-262-6946

28th Daytona Beach Swap Meet Jam-On Productions
9 a.m. – 6 p.m.; Buying, selling and trading motorcycles and all the accessories, new and used parts, daily bike shows; live entertainment, good food and cold beer; Daytona Flea Market, corner of ISB and Tomoka Farms Rd.; 301-336-2100

Shops & Parts

Bas Cycles
1842 S. Seagrave St., South Daytona; 386-767-1993

Choppers World
618 Main St., Daytona Beach; 386-252-1922; www.choppersworld.com

Corbin
814 Main St., Daytona Beach; 386-258-8191; www.corbin.com

Cycle Accessories of Daytona & Polaris
712 N Beach St., Daytona Beach; 386-255-4255; www.polarisofdaytona.com

Cycle Goodies
300 Ridgewood Ave., Holly Hill; 386-258-5691

Daytona Blackgold Cycles Inc.
541 Ballough Rd, Daytona Beach; 386-258-8020

Daytona Cycle
333 Carswell Ave., Holly Hill; 386-255-0566

Daytona Harley-Davidson
290 N Beach St., Daytona Beach; 386-253-2453 www.harley-davidson.com

Daytona Import-Export
1633 State Ave., Holly Hill; 386-673-1921

Magnum Cycles
612 N Ridgewood Ave., Daytona Beach; 386-253-1398

Miller's Custom Parts
1863 S. Ridgewood Ave., South Daytona; 386-761-0858; www.commercemarketplace.com/pages/millers

Personal Cycle Service
594 Ballough Rd., Daytona Beach; 800-435-7039 www.pcsdaytona.com

Prinkey's Used Motorcycles
5840 S. Ridgewood Ave., Port Orange; 386-322-5533

Robison's Sales & Service
508 W. International Speedway B, Daytona Beach; 386-255-6788

Peen's Precision Motors
420 N. Beach St., Daytona Beach; 386-252-9569

Russell's Cycle Care
2514 N. Dixie Freeway (U.S.1), New Smyrna Beach; 386-427-6001

Slick Cycle Tony's Hacienda
207 Dunlawton Ave. (U.S. 1 and Rt. 421), Port Orange; 386-760-4456

Services

Bike Week Welcome Center,
Sponsored by the Daytona Beach Chamber of Commerce Open daily from 10 a.m.-10 p.m. 503 Main Street, Daytona Beach; Check out their Web site: http://www.officialbikeweek.com; 386-255-0981

Bikers Against Manslaughter
24-hour free emergency breakdown and legal assistance; free membership Ellis Groceries, 601 Main St., Daytona Beach. Open daily; 800- 4-BIKERS

Towing/Bros Club Service

Looking for a terrific tow job? Nobody does it better than the Bros Club. You won't have to worry about a little thing like a break-down turning into a major headache for you, because by joining the Bros Club, you are ensuring yourself the best help a rider on the road can have, 24 hours a day, seven days a week. All ya gotta do is call 800-325-9028, and you'll have access to more than 12,000 affiliates able to pick you up and dust you off (or dry you off) are at your beck and call throughout the 48 contiguous states, Alaska and parts of Canada. www.brosclub.org

Bike Transportation

If you can't ride to Daytona, but have to have your bike there, shipping is the way to go. The following companies will be happy to take care of that for you.

J.C. Motors
As the official shipping company for us busy beavers here at the magazine, they give exceptional shipping. In fact, they specialize in motorcycle shipping because they started out as motorcycle shop and wholesalers. Even extra-long choppers and big-assed dressers are no problem for them, and they've got a special, patented "pop-up" crate, which they'll ship to the customer for easy crating, and then they'll pick it up. JC Motors ships internationally, nationwide, and to all rallies. And if the old lady's kicked your ass to the curb and ya gotta move all your crap out, they'll do that, too. For more info or to have them ship your ride, call 800-730-3151, or go to www.motorcycleshippers.com.

Goldrush Motorsports
They'll ship your bikes from anywhere, USA, to Daytona, provided it's more than one. So if you and your buddies don't have the time to ride, just call Ken and he'll handle it for you. Their phone number is 310-963-1701, or visit them on the Web at www.goldrushmotorsports.com.

Amtrak
The only route Amtrak will provide this service for you is on their Auto Train, which runs from Lorton, Virginia, to Sanford (just outside of Orlando), Florida, and return, once a day. For more info call 800-USA-RAIL.

Federal Company
As an agent for Allied Vans, they'll ship your bike pretty much anywhere within the continental U.S. They'll pick up individual bikes or groups,

and the more bikes, the more of discount rate you'll get. Just make sure you call 'em about three weeks before you want the bike in Daytona, or a month, if you live in the boonies. They'll even take your bike in Daytona for the return trip and drop you off at the airport. For more info call 800-747-4100, ext. 217. Or check 'em out at www.federalcos.com

Bike Rentals

There are so many bike rentals out there these days, it's impossible to list them all. Here's only a smattering of rental places. If you don't like these, find your own by surfing the net. You'll be overwhelmed.

EagleRider
EagleRider pioneered the Harley-Davidson motorcycle rental concept and the guided motorcycle tour business in 1992. Today, they're the world's largest motorcycle tourism company specializing in rentals of motorcycles, ATVs, dirt bikes, scooters, snowmobiles, and watercraft. EagleRider even has one-way rentals between franchise rental facilities located in the most desirable tourist destinations in the USA, Mexico, France and Spain.
www.eagleriders.com

Harley-Davidson
Yes, the Company rents Harleys, too. They have 20 outlets in Florida alone, with Daytona H-D being the closest on to the action, of course. However, if they're all out of bikes by the time you call 'em, surf on over to www.harley-davidson.com to see where else you can pick up your tool of mischief.

2Wheel Adventures
They're an independent motorcycle travel agent for several rental and tour companies worldwide. They say they don't own the bikes, but they'll try to get you on the one you're looking for! Call 'em at 866-990-RENT or find 'em at www.quantrill.com.

Campgrounds

ABATE of Florida, Inc.
60-acre campground, includes RV sties, hot showers, beverage, food, vendors, 24 hour security, no hook-ups;
Volusia County Fairgrounds;
386-943-9610;
www.abateofflorida.com

Bulow World Famous RV Resort/Campground
Food and beverages, contests, live bands;
Flagler Beach, PO Box 1328;
800-RV BULOW

Cackleberry's Lot Next Door
RV and tent camping, entertainment, food, games, beverages, vendor space available; West on International Speedway Blvd. South on Tomoka Farms Rd. (8 miles);
386-428-5459

Crazy Horse Campground
Daytona's largest campground catering to bikers – 90 acres of clean level camping – hot showers; Mailing address: 910 South Beach Street, Daytona Beach, Fl 32114;
Street address: 1425 Tomoka Farms Rd., Daytona Beach, FL 32124;
888-GET-CRAZY

Daytona Beach Campground
4601 S. Clyde Morris Blvd., Daytona Beach 321199-1220
386-761-2663

Daytona 200 M/C Camping
Motorcycles only camping, clean restrooms, showers, full kitchen, security. 3-1/2 miles west of 1-95;
386-677-2061;
www.daytona200mc.com

Flea & Farmers Market Camping
Tent and RV sites, hot showers, RV water fill-up, no full hook-ups;
2987 Bellevue Ave., Daytona Beach;
386-253-3330

Harris Village & RV Park
Eagles Nest Beer Garden & Eatery; Food, beer, wine, vendors, T-shirts, custom choppers; happy hour 2-for-1 beer everyday between 5 p.m. – 6 p.m. Full hook-up RV Park; 1080 N. US1, Ormond Beach;
386-673-0494

Jackson Hole Campground
4 miles from US1 strip – primitive camping is available; Call Sandy for reservations and directions:
386-673-0617

KOA Kampground
Bikers welcome, breakfast restaurant, hot showers, good rates;
I-4 exit 114, DeLand/Orange City;
386-775-3996

Moonshine Campground
Primitive camping, no hook ups, clean restrooms and showers, food, cold beer; $15 per person per day, no reservations, 24-hour security;
1725 N. US1, Ormond Beach;
386-677-1550

Motorcycles Only Camping
Clean rest rooms, showers, food available, camping by donation; Daytona 200 M/C Clubhouse, 1 mile west of I-4 on Hwy. 92, Daytona Beach;
Frank Whitacker 386-672-3927

New Smyrna Campground
West of I-95 (Exit 249) on Hwy. 44 & 415,across from New Smmyrna Speedway; 386-527-6010

Nova Family Campground
24-hour guarded primitive tent camping, campfires permitted, camp store, firewood, LP;
1190 Herbert St., Port Orange;
386-767-0095;
www.gocampingamerica.com

Orange Isle Campground
3520 South Nova Rd.,
Port Orange 32127
386-767-9170

Primitive & RV Camping
1000 feet from Daytona Harley-Davidson; 312-360 Mary McLeod Bethune Blvd.; 386-252-5338 daytime, 386-255-3019 evening

Spider's Cycle City
Bike Week Campground,
hot showers;
Volusia Speedway Park on Rt. 40, 15 Miles West of I-95; 888-438-2729

Sunshine Holiday Camper Resort
1701 North U.S. 1,
Ormond Beach 32174;
Linda Ward 904-672-3045

The Lot Next Door
Corner of SR415 and Pioneer Trail; next door to the Cabbage Patch Samsula;
www.daytonachamber.com/lotnext.htm;
Frank Luznar III 386-428-5459

Thunder Gulch Campground
Black Cloud Saloon & The Watering Hole patio bar, live entertainment, contests, prizes, giveaways, food, beverage and vendors; one mile north of Bunnell; 800-714-8388

No-tell-Hotels & Motels

A1A Daytona Beach Condos
3716 South Atlantic Ave.,
Daytona Beach Shores, FL 32118
866-688-6688
Acapulco Inn
2505 S Atlantic Ave.,
Daytona Beach, FL 32118-5502
386-761-2210
Aladdin Inn
2323 S Atlantic Ave., Daytona Beach Shores, FL 32118-5345
386-255-0476
All Season Condominium Rentals
913 Whippoorwill Dr.,
Port Orange, FL 32119
Phone: 386-316-1143
Atlantic Ocean Palm Inn
3247 South Atlantic Ave.,
Daytona Beach Shores, FL 32118
386-761-8450
Bahama House
2001 S Atlantic Ave., Daytona Beach Shores, FL 32118-5007
386-248-2001
Beachcomber Oceanfront Inn
2000 N Atlantic Ave.,
Daytona Beach,
FL 32118-3399
386-252-8513
Beachside Ocean Inn
357 S Atlantic Ave.,
Daytona Beach, FL 32118
386-253-0571
Beacon by the Sea
1803 S Atlantic Ave.,
Daytona Beach, FL 32118-5003
386-255-3619
Best Western Aku Tiki Inn
2225 S Atlantic Ave., Daytona Beach Shores, FL 32118-5319
386-252-9631
Best Western LaPlaya Resort
2500 N Atlantic Ave.,
Daytona Beach, FL 32118-3298
386-672-0990;
www.surfsideresorts.com
Best Western Mayan Inn Beachfront
103 S Ocean Ave.,
Daytona Beach, FL 32118-4321
386-252-0584
Cabana Cottages
2501 S. Atlantic Ave.,
Daytona Beach Shores, FL 32118
800-293-0653
Capri Motel
832 N Atlantic Ave.,
Daytona Beach, FL 32118-3716
386-252-2555
Captain's Quarters Inn
3711 S Atlantic Ave.,
Daytona Beach, FL 32127-5201
386-767-3119
Casa Del Mar Beach Resort
621 S Atlantic Ave., Ormond Beach, FL 32176-7715 (386) 672-4550
Castaway Beach Resort
2043 S. Atlantic Ave.,
Daytona Beach Shores, FL 32118
386-254-8480
Comfort Inn
507 S Atlantic Ave.,
Ormond Beach, FL 32176
386-677-8550
Condos Daytona Beach Special Events
374 S Atlantic Ave,
Ormond Beach FL 32176.
386-673-9797
Coquina Inn
544 S. Palmetto Ave.,
Daytona Beach, FL 32114-4924
386-254-4969
Coral Beach Motel
711 S Atlantic Ave.,
Ormond Beach, FL 32176-7815
386-677-4712
Courtyard by Marriott - Daytona Beach
1605 Richard Petty Blvd.,
Daytona Beach, FL 32114
386-255-3388
Cove Motel
1306 N Atlantic Ave.,
Daytona Beach, FL 32118
386-252-3678
Days Inn Daytona Beach
544 South Ridgewood Ave.,
Daytona Beach, FL 32114
386-255-4500
Days Inn Oceanfront Central
1909 S Atlantic Ave.,
Daytona Beach, FL 32118-5005
386-255-4492

Days Inn Speedway
2900 W. International Speedway Blvd., Daytona Beach, FL 32124
386-255-0541

Days Inn Tropical Seas
Oceanfront Hotel
3357 S. Atlantic Ave., Daytona Beach Shores, FL 32118-6308
386-767-8737

Daytona Beach Hilton Resort
2637 S Atlantic Ave., Daytona Beach, FL 32118-5643
386-767-7350

Daytona Beach Oceanside Inn
1909 South Atlantic Ave., Daytona Beach Shores, FL 32118
386-255-4492

Daytona Beach Regency
400 N Atlantic Ave., Daytona Beach, FL 32118-3966
386-255-0251

Daytona Beach Vacation Rentals, LLC
4115 South Atlantic Ave. Daytona Beach, FL 32127
386-760-5515

Daytona Inns – Broadway
219 S Atlantic Ave., Daytona Beach, FL 32118-4303
386-252-3626

Daytona Welcome Center
616 S Atlantic Ave., Ormond Beach, FL 32176-7716
386-767-5620

Del Aire Motel
744 N Atlantic Ave., Daytona Beach, FL 32118-3805
386-252-2563

Desert Inn Resort Motel
900 N. Atlantic Ave., Daytona Beach, FL 32118
386-258-6555

Double Stay Inn Oceanfront
905 South Atlantic Ave., Daytona Beach, FL 32118
386-255-5432

Dream Inn
3217 S. Atlantic Ave., Daytona Beach, FL 32118
800-767-9738 or 386-767-2821; www.dreaminn.com

El Caribe Motel
2125 S Atlantic Ave., Daytona Beach, FL 32118-5009
386-252-1558

Esquire Motel
422 N Atlantic Ave., Daytona Beach, FL 32118-3925
386-255-3601

Fountain Beach Resort
313 S Atlantic Ave., Daytona Beach, FL 32118-4503
386-255-7491

Grand Seas Resort
2424 N. Atlantic Ave., Daytona Beach, FL 32118
386-677-7880

Hawaiian Inn
2301 S. Atlantic Ave., Daytona Beach, FL 32118-5349
386-255-5411

Hilton Garden Inn
189 Midway Ave., Daytona Beach FL 32115; 386-944-4000

Holiday Inn DeLand
350 E International Speedway Blvd., DeLand, FL 32724-2426
386-738-5200

Holiday Inn Kennedy Space Center
4951 S Washington Ave., Titusville, FL 32780-7319
407-269-2121

Holiday Inn Oceanfront
2560 N Atlantic Ave., Daytona Beach, FL 32118-3204
386-672-1440

Holiday Inn SunSpree Resort
600 N Atlantic Ave., Daytona Beach, FL 32118-3869
386-255-4471

Indian River Inn & Conference Ctr.
1210 S Riverside Dr., New Smyrna Beach, FL 32168-7768
386-428-2491

Indigo lakes Holiday Inn
2620 W. International Speedway Blvd., Daytona Beach, FL 32114-1120
386-258-6333

Inn on the Beach
1615 S. Atlantic Ave., Daytona Beach, FL 32118-4903
386-255-0921

La Quinta Inn
2725 International Speedway Bvd., Daytona Beach, FL 32114
386-255-7412

Magic Carpet Motel
2601 S Atlantic Ave., Daytona Beach, FL 32118-5605
386-767-7312

Majesty's Court - Fiesta Motel
999 N Atlantic Ave. Daytona Beach FL 32118-3717
386-252-1404

Nautilus Inn
1515 South Atlantic Ave., Daytona Beach FL 32118
386-255-1131

New Frontier Beach Resort
1415 S .Atlantic Ave., Daytona Beach, FL 32114
800-463-9803

Oceanfront Motel
3301 S. Atlantic Ave., Daytona Beach, FL 32118-6308
386-767-1711

Ocean Jewels Club
935 S Atlantic Ave., Daytona Beach, FL 32118-4762
386-252-2581

Ocean Sands Hotel
1024 N Atlantic Ave., Daytona Beach, FL 32118-3627
386-255-1131

Ocean Villa Motel
828 N Atlantic Ave., Daytona Beach, FL 32118-3716
386-252-4644

Ocean Walk Resort
300 North Atlantic Ave., Daytona Beach, FL 32118
800-649-3566

Oceans Eleven
Resorts Inc.
2025 S Atlantic Ave., Daytona Beach Shores, FL 32118-5007
386-257-1950

Palm Circle Villas
2327 S Atlantic Ave., Daytona Beach, FL 32118-5345
386-255-4004

Palm Plaza Oceanfront Motel
3301 S Atlantic Ave., Daytona Beach Shores, FL 32118-6308
386-767-1711; www.palmplaza.com

Perry's Ocean Edge
2209 S. Atlantic Ave., Daytona Beach, FL 32118-5319
386-255-0581

Pier Side Inn
3703 S. Atlantic Ave., Daytona Beach, FL 32127-5201
386-767-4650

Plaza Caribe Suites at the Beach
301 South Central Ave., Flagler Beach, FL 32136
386-439-3020

Plaza Resort & Spa
600 N Atlantic Ave., Daytona Beach, FL 32118-3869
386-255-4471

Ponce De Leon Motel
3425 S Atlantic Ave., Daytona Beach, FL 32118-6310
386-767-1511

Ponce Inlet Realty
4000 S Atlantic Ave., Wilbur by the Sea, FL 32127
888-882-8870

Quality Inn and Suites
251 S. Atlantic Ave., Daytona Beach, FL 32127
386-672-8510

Quality Inn on the Beach
1615 S Atlantic Ave., Daytona Beach, FL 32118-4903
386-255-0921

Ramada Inn Resort Oceanfront
2700 N Atlantic Ave., Daytona Beach, FL 32118-3000
386-672-3770

Ramada Inn Speedway
1798 International Speedway Blvd., Daytona Beach FL 32120-1257
386-255-2422

Ramada Inn Surfside
3125 S Atlantic Ave., Daytona Beach Shores, FL 32118-6223
386-788-1000

Ramada Limited
1000 N Atlantic Ave., Daytona Beach, FL 32118-3627
386-239-9795

Red Carpet Inn
1400 North Atlantic Ave., Daytona Beach, FL 32114
888-237-4201

Rodeway Inn Oceanfront
1299 S Atlantic Ave., Daytona Beach, FL 32118-4801
386-255-4545

Sands Motel
2523 S. Atlantic Ave., Daytona Beach, FL 32118
386-767-2551

Scottish Inn Desert Isle
133 S. Ocean Ave., Daytona Beach, FL 32118
386-253-0666

Sea Breeze Motel
1108 N Atlantic Ave., Daytona Beach, FL 32118-3629
386-252-4363

Seagarden Inn
3161 S Atlantic Ave., Daytona Beach, FL 32118-6223
386-761-2335

Seashore Motel
320 N Atlantic Ave., Daytona Beach, FL 32118-3902
386-253-9708

Shoreline Motel
2435 S Atlantic Ave., Daytona Beach Shores, FL 32118-5401
386-252-1692

Silver Beach Club and Village
1025 S Atlantic Ave., Daytona Beach, FL 32118-4764
800-356-3273

Silver Sands Inn
2119 South Atlantic Ave., Daytona Beach Shores, FL 32118
386-258-1012

Southpoint Condominiums
4453 S Atlantic Ave., Ponce Inlet, FL 32127-7178
800-677-6884

Sunglow Resort
3647 S. Atlantic Ave., Daytona Beach Shores, FL 32127
386-756-9778

Sun Viking Lodge
2411 S Atlantic Ave., Daytona Beach Shores, FL 32118-5401
386-252-6252

Super 8 - Speedway
2992 W International Speedway Blvd., Daytona Beach, FL 32124-1009
386-253-0643

Super 8-Speedway/Shivan Inc.
1608 N. U.S. 1, Ormond Beach, FL 32174
386-672-6222

Surfside Resort & Suites, Inc.
251 S Atlantic Ave., Ormond Beach, FL 32176
386-672-8510

Treasure Island Inn
2025 S Atlantic Ave., Daytona Beach Shores, FL 32118-5007
386-255-8371

Tropical Manor Motel
2237 S Atlantic Ave., Daytona Beach Shores, FL 32118-5319
386-252-4920

Travel Craft
Travelcraft World Travel Partners is the largest independent reservation service for Daytona Bike Week hotel rooms. We offer Daytona 500 Race Ticket Packages; 800-241-1223.

RIDE SAFE in Daytona

www.bikercityguide.com

Daytona Bike Week Feb. 29th - March 8th

★ Must See Events ★

DeLand Bike Rally | Saturday, March 1st, 2008 | Don't miss the DeLand Bike Rally in Historic Downtown DeLand. The perfect escape from the ordinary Daytona crowds' offering: live music, fabulous restaurants, beautiful shops, vendors, bike show, and plenty of free bike parking. Visit them at www.delandbikerally.com to get last minute information.

Harley-Davidson New Product Show | Saturday, March 1st – Saturday, 8th, 2008 | Hours: 10am* – 5pm | *NOTE: Special H.O.G. Member ONLY Reception hours are Saturday, March 1st from 10am – 1pm. | For those of you who have never made the time to do this in Daytona…this is the year! The place to be is the Ocean Center at 101 North Atlantic Ave., just one block north of Main Street in Daytona Beach. The design and layout of the New Product Show serves up perfectly manicured details on the Harley-Davidson families; Sportster®, Dyna®, Softail®, VRSC® and Touring® models. For those Buell fans and Screamin Eagle fans…this show will make you smile with sections devoted for these two brands. The 2008 model displays

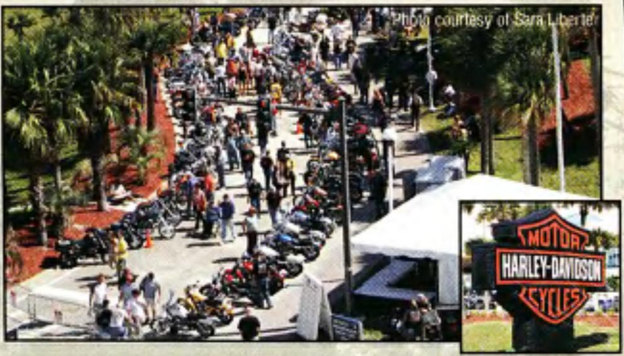


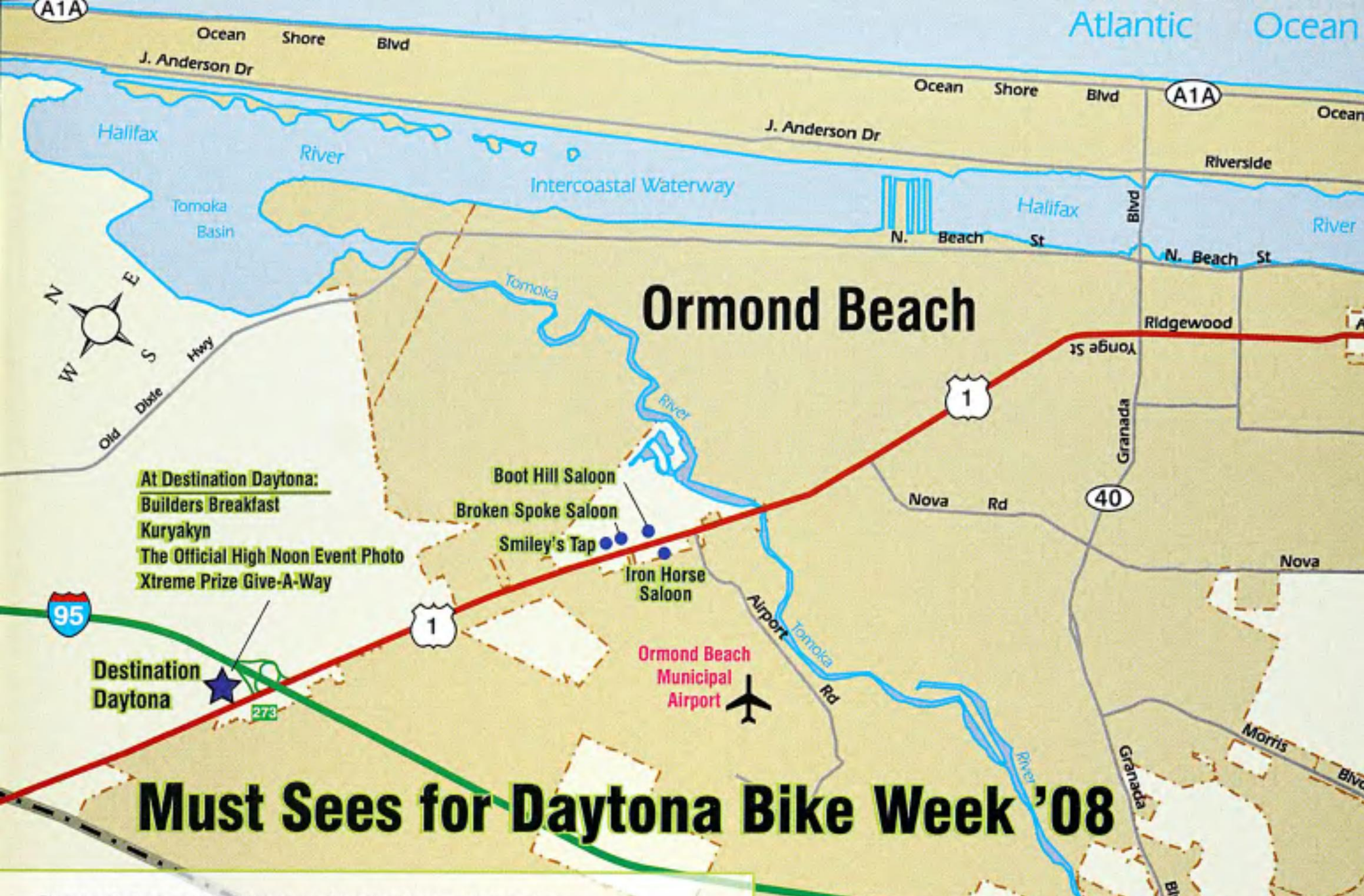
Photo courtesy of Sara Liberte

are categorized in families with an informational sheet giving detailed specs on each model. The best part is you have the ability to touch and feel them by sitting on the bikes with an ample amount of elbow room. You can learn what accessories are available for 2008 and older models in the "Build Yours" section. On the show floor, trained, knowledgeable technicians are available to answer any question and give you an "on the spot" answer. As you mingle through the show you will see the cut-a-ways section which will give you an inside look at the Harley engine and other parts. Finally, for some eye candy visuals, visit the color shop to see what custom designs are available on the 2008 models. This total experience gives you the insight as to what is available from Harley Davidson and Buell in the current model year. Thank you to Harley-Davidson for this hands on experience, this beats flipping through catalog pages!

Official High Noon Event Photo | EVERY DAY during BIKE WEEK
Destination Daytona | I-95 at U.S. 1 in Ormond Beach | The place to be at high noon is Destination Daytona where you can be part of the 2008 Official Bike Week Event Photo. Don't be late, because minutes before the event photo is taken you will have a chance to be included in the action for the Xtreme Prize Give-a-way™.

Xtreme Prize Give-a-way™ | Every day during BIKE WEEK just a few minutes before noon | Destination Daytona | This is a contest you want to be part of. One lucky person will win up to $5000.00 in prizes. This all happens as you are waiting for your Official High Noon Event Photo to be taken. Catch one of the "Biker Balls" being shot from a air cannon. Some Xtreme Prize Give-a-way sponsors are: Bruce Rossmeyer's Harley-Davidson and Destination Daytona, Low Jack Motorcycle Recovery Systems, Marlin's Clocks and Iron Horse Trailers. See www.bikerdata.com for detailed information on prizes and sponsors.

Presented by
Biker InCite
Daytona vendor & event MAP



Must Sees for Daytona Bike Week '08

Please note times and locations are subject to change without notice.

2008 Daytona Supercross by Honda | Daytona International Speedway | Friday, March 7, 2008 | Tickets are available online at www.racetickets.com

Daytona 200 | Daytona International Speedway | Thursday, Feb. 28, 2008 | Tickets are available online at www.racetickets.com

AMA Flat Track Race | Municipal Stadium off LPGA Blvd in Daytona Beach | Dates TBA , check www.amaproracing.com for confirmation of dates

Baker Drivetrain | Daytona International Speedway 1801 W. International Speedway Blvd. | The Drivetrain Authority: Premium, Innovative, Supportive & American | Toll Free: 1-877-640-2004 | www.bakerdrivetrain.com

Big Bear Choppers | Parking lot on Main Street just across the street from Gillys 44 Riverfront (formally known as the Wreck) | The REVOLUTION of AMERICAN MOTORCYCLES | 1-909-878-4340 | www.bigbearchoppers.com

Biker InCite's Daytona Vendor and Event Map | Free Collectible Map during the rally | "Must have" comprehensive map with vendor listings, events, day trippin information and more | Visit www.bikercityguide.com for pick-up locations | If you can't wait and want it now…download your mini map copy on www.bikercityguide.com for $4.95.

2nd Annual Builders Breakfast Daytona | Destination Daytona I-95 and US1 | This event will benefit Boggy Creek Camp for Seriously Ill Children. Join the most recognized Builders for a casual breakfast and lively auction. Like 2007, the auction will feature one of a kind items donated or hand made by the Builders on site.

Black Hills Saloon | U.S. 1- 5005 South Ridgewood, Port Orange | 386-756-6161

Boot Hill Saloon | 2 locations; 1801 N. U.S. 1 in Ormond Beach and 310 Main St.

Broken Spoke Saloon | 1151 North U.S. 1 in Ormond Beach | 386-673-1040

Cabbage Patch | Corner Rt. 4118 - Pioneer Trail & Rt. 415 in Samsula | 386-427-8969

Daytona Harley-Davidson | 290 North Beach Street | A lot of action at this location Vendors, food and of course; clothes! | www.daytonaharley.com

Daytona Motorcycle Marketplace | Daytona International Speedway 1801 W. International Speedway Blvd. | Demo rides, displays and Marketplace

DeLand Bike Rally | Saturday ONLY, March 1st | An escape from the Daytona crowds, Historic Downtown Deland offers live music, fabulous restaurants, beautiful shops, vendors, a bike show with cash prizes, and plenty of free bike parking | For more info www.delandbikerally.com | We love this and is a favorite!

Destination Daytona | I-95 at U.S. 1 in Ormond Beach

Dirty Harry's | 705 Main Street in Daytona Beach | 386-252-9877

Dog House Saloon | 307 North Ridgewood Ave in Edgewater | 386-409-7262

Down the Hatch | 4894 Front Street in Ponce Inlet, At the Beaches | 386-761-4831

Dragonfly Cycle Concepts | Location TBA check website for confirmation | Kevin Martin and his crew will be doing onsite installations for FREE! The innovator of a full inner shell for a detachable fairing, DCC's trailblazing design for 2007 boasts injection-molding technology and 6x9 speakers! No other fairing out there can compete! Stop by and get your factory-matched painted fairing for the ride home! www.DragonflyCycleConcepts.com

First Turn | U.S.-1, 5236 South Ridgewood in Port Orange | 386-788-5434

Froggy's Saloon | 800 Main Street | www.froggyssaloon.us

Gilly's 44 Pub and Gilly's 44 Riverfront | TWO locations: 115 Main Street in Daytona Beach AND 1889 State Road 44 in New Smyrna Beach | www.pub44.com

Gold Wing Getaway | New Smyrna Beach Airport US1 | Put on by Gold Wing Road Rider's Association | Feb. 29 - March 8, 2008 | 9am - 5pm

Harley-Davidson HOG Reception | Ocean Center 101 North Atlantic Ave in Daytona Beach | Saturday, March 1st from 10am - 1pm. | HOG Members only with one guest | Complementary food and your chance to get first dibs on Willie G wear.

Harley-Davidson New Product Show | Ocean Center 101 North Atlantic Ave in Daytona Beach | Dates: March 1st - March 8th | Times: 10am - 5pm

Harley-Davidson Demo Rides | Daytona International Speedway 1801 W. International Speedway Blvd. | Demo Rides; Saturday, March 1st - Saturday, March 8th | Registration opens at 9am with demos till 4pm | Demo rides give you the chance to test ride any number of Buell or Harley-Davidson motorcycles. Rides are free. Participants must bring a valid motorcycle license, wear long pants and a full-face helmet, and sign a release form.

Harley-Davidson Ride-In Show | Ocean Center 101 North Atlantic Ave in Daytona Beach | Wednesday, March 5th

Independent Cycle and Legend Air Suspension | Daytona International Speedway See what the crew at ICI is doing now with a their new line of frames and air suspension; both on-road and off-road

Iron Horse Saloon | 1068 North US-1, Ormond Beach | www.ironhorse-saloon.com

Kawasaki Motors Corp. USA | Daytona International Speedway 1801 W. International Speedway Blvd. | Demo Rides; Friday, Feb 29th - Friday, March 7th, 2008 | Tentative Times: Sign up begins at 8am | Demo Schedule: Feb. 29th - March 6th from 9am - 5:00pm and Limited hours on Friday, March 7th; 9am - 2:30pm | Vulcan Cruiser Display, Full Line Product Display, ROK (Riders of Kawasaki Owners Club) | www.kawasaki.com

Kuryakyn | TWO LOCATIONS: Destination Daytona I-95 and US1 in Ormond Beach and Daytona Harley on Beach Street | Exceptional styling - Chrome accessories for your motorcycle | www.kuryakyn.com | 866-277-9898

Lehman Trikes USA Inc. | Daytona International Speedway 1801 W. International Speedway Blvd. | Lehman Trikes, Inc is based in Westlock, Alberta & Spearfish, SD and is a world leader in the manufacturer of turn key trike conversion kits and accessories | Call Toll free 888-394-3357

Main Street | Daytona Beach | Historical Main Street is as crowded and packed as you imagine. You've seen it in pictures, now it is your turn to experience it. Don't miss it.

Miller's Custom Parts | 1863 South Ridgewood Ave. (U.S. -1) | 386-761-0858 | Store Hours Mon.-Sat. 8:30-5:30 Sunday 10:00-2:00 | Extended hours during Bike Week | Leading Motorcycle after market accessories and V-Twin parts for your Harley | www.millercustomparts.us

Mustang Seats | In front of Miller's Custom Parts, US-1, 1863 South Ridgewood Ave., South Daytona and J&P's Parking Lot at Destination Daytona | Comfortable seats for Metric Cruisers, H-D and Victory | 800-243-1392 | MustangSeats.com

Official High Noon Event Photo | Destination Daytona I-95 at U.S. 1 in Ormond Beach | See Ride Safe page for all information

Pinewood Cemetery | Corner of Main Street and Peninsula Drive. (Beachside) Across the street for Boot Hill in Daytona Beach | Sale of Pinewood Cemetery T-Shirts

Rat's Hole Custom Bike Show | Daytona Lagoon 601 Earl Street in Daytona Beach | THREE DAYS OF SHOWS | Thursday, March 6th Metric Day with Sport Bikes | Friday, March 7th Rat Rod Day with Old School Bobbers | Saturday, March 8th Custom Bike Show | For detailed information visit www.ratshole.com

Smiley's Tap | 1161 North US-1, Ormond Beach | All-u-can eat Buffet $8 | 386-677-9609

Sunshine Park Vendor Show | 2400 Ridgewood Ave, South Daytona | 40+ Vendors | Hours 8am - 6pm

Harley-Davidson's Women's Day | Ocean Center 101 North Atlantic Ave in Daytona Beach Tuesday, March 4th | One day designed for women | Demonstrations

Xtreme Prize Give-a-way | Destination Daytona | I-95 at U.S. 1 in Ormond Beach | Everyday just minutes before the Official High Noon Event Photo

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Being Made To Feel Welcome

A lot of people don't like us. By us, I mean Americans. Why is it that we are thought of as shit in so much of the world? I could go into a rant here and start carrying on, but it wouldn't change the fact that, once abroad, Americans need to be a little more aware. Members of the American military and their dependents, such as my wife and myself, face a situation that is exponentially worse. Tourists seem to get a degree more tolerance from locals than we do. The rest of the world sees the military member as an extension of our government's foreign policy and treat them as if we were the creators of that policy. For good or bad, this is the life we have chosen and it does come with some caveats.

While living abroad we have to be constantly aware that we are unwelcome by many of the people around us. We live a life where we worry about who wants to see us, at worst, dead, or at best, gone. It is a little hard to live here in Italy as a dependent of an officer in the United States Air Force. I don't like not feeling welcome. The neighbors are fine; we dine together, drink together and help each other out like neighbors do. It is the folks who I don't know and who don't know me that frustrate me.

My wife and I recently found ourselves with nine kid-free days to vacation. We were in Western Germany and Julie (an Air Force Nurse) was on leave. We planned to take advantage of the free time to explore the countryside around Ramstein and indulge our love of history. We discovered a rebuilt Roman legionnaires fortress near Frankfurt, a 12th century, fully restored castle in France and more World War II history than you could shake a stick at.

Illustration: George Webber

World War II was my father's war. In June of 1944, the allies invaded Europe at Normandy and Operation Overlord opened the Western Front. The following August, southern France was invaded during the lesser-known Operation Dragoon, and this is when and where my father entered the war with the 36th Infantry Division in Saint-Tropez. He was a tool and dye maker from Detroit before the war, but, in France, he was in the Corps of Engineers. My father served throughout the summer and fall of 1944 until, in November, he was injured during an air attack on his platoon. He was not shot, but still ended up in the hospital with two broken knees. It was from a hospital bed near Marseilles, France, that my father watched the Battle of the Bulge unfold.

In December of 1944, Hitler made a last ditch attempt to alter the course of the war and pushed his last reserves of troops and equipment through the Forests of Belgium towards the Port of Antwerp. This ambitious plan required that roads and bridges vital to the success of the Blitzkrieg be taken and held so that logistical support could keep the fast moving spearhead advancing. Central to the plan was the need to take and control the crossroads that ran through the center of the Belgian town of Bastogne. And here was the fly in Hitler's ointment. Bastogne was occupied by the 101st Airborne led by General Anthony McAuliffe. The spearhead was unable to take the town of Bastogne outright, so they surrounded the town and moved forward. The soldiers of the 101st held on, surrounded by the enemy for several long hard days, lacking food, medical supplies and ammunition while the Germans threw everything they could against them. On December 26, lead elements of Patton's Third army were able to push up

through France, Luxemburg and into Belgium to relieve besieged Bastogne, and destroy Germany's last hope for a negotiated peace. My father told me stories of the bravery of these men, many of whom he met while recovering in the hospital. So, when I found myself mere miles from these battlegrounds, I had to go and see, with my own eyes, the places my father held in such reverence.

Our first stop was The Grand Duchy of Luxembourg to visit the American graveyard near the capital city of Luxembourg. Over 5,000 young men lie there, along with General Patton, who died just after the war ended in an auto accident. Huge stone walls display detailed maps and descriptions of the progress of the allied forces efforts across Western Europe, highlighting important dates and listing the units that threw off the yoke of Hitler's tyranny. The graveyard is a solemn place, a place of respect and admiration of their sacrifice.

From Luxembourg we drove north to the town of Diekirch to see the Luxembourg National Museum of Military History. This sprawling complex is dedicated to the Battle of the Bulge and the modern Luxembourg military. Julie and I spent several hours there and felt as if we barely scratched the surface of all that was offered.

Later we continued north into Belgium and Bastogne. As you drive into Bastogne, it is apparent that they remember the Battle of the Bulge. The road into town was marked with the turret of a Sherman tank and signs pointed us to the memorials we came to see. Overlooking the town is the Battle of the Bulge Memorial. It is a huge star shaped monument that tells the story of the battle and lists all the units that were involved in conflict. Near the top are listed all the States where American soldiers came from to help free Belgium and Bastogne—including Alaska and Hawaii.

In the center of town is the Patton monument. It is a large tree covered park with a huge relief of General Patton's face, scowling as you might expect him to, looking out over the grass-covered park.

In the center of town, at the crossroads of the highways, is a square block of parking surrounded by a wide variety of restaurants. Among them is one called "Nuts" after General McAuliffe's answer to the German call for the 101st Airborne to surrender. My wife and I chose to eat there. After a full day and a great meal, we were ready to head home, but something unusual demanded my attention.

On the edge of the parking lot I noticed there was a sweet fire engine red BMW chopper. You don't see many serious choppers just parked on the streets in Italy, or anywhere in Europe for that matter. Choppers seem to be a rare commodity here compared to what you see in the States. And you don't see BMW choppers that often anywhere. This tricked-out beast deserved a look-see. Hell, it deserved close inspection. My wife and I had spent a few minutes admiring the details when up walked a local man all decked out in leathers, apparently the owner.

"Sweet ride," I said to him, in English, as my French, which is the language spoken in Belgium, is horrible.

"Oh, *merci*," he answered, "Where are you from?"

I thought, "Hey, this guy rides a sweet bike, looks like my kind of people and, push-comes-to-shove, I figured I could take him, so I figured it would be safe to be truthful and answered, "The States, California."

"You know, a lot of Americans died here and there is much American blood in our soil. America gave a lot for us and asked nothing of us, we remember here. We here believe that and this city is a home to every American that comes here."

"Oh! You are Americans then; you are here to see the history?" Thankfully, this guy's English was a great deal better than my French.

"Yes, my father served in France and always talked about the Battle of the Bulge; I had to see the places I've grown up hearing so much about..."

"*Oui, oui*, I am from here in Bastogne. We here, we do not forget what America did here. We will never forget. Have you been out to the Memorial and to see Patton's Park?"

"Yes, we did, they are impressive."

"*Oui*. Have you seen then, how is it said in English, the guns from the tanks?"

"Turrets?" I offered.

"Yes, the Turrets of the Sherman tanks, on the roads into Bastogne? You have seen them? Yes?"

"Yes, we have."

"Those turrets, they are markers. They mark the outer perimeter of the defenses in the City of Bastogne when the Germans siege here. They mark where Americans said "No Further" to the Germans. They mark the line that the Germans could not cross."

"Whoa," was all I could say, my usual eloquence escaping me.

"You see this empty spot here?" He said, pointing to a large area set off by some hedges that looked like something should be parked there, "We usually have a complete Sherman Tank on display here, but the Belgian Army took it to, oh, what is the word...clean and correct?"

Refurbish?" I volunteered.

"*Oui*, refurbish." He said, then his face turned a bit more solemn and he continued, quieter, "You know, a lot of Americans died here and there is much American blood in our soil. The city owes much to America and we do not forget it. America gave a lot for us and asked nothing of us, we remember here. We here believe that and this city is a home to every American that comes here.

"My mother," he continued, "lived here, in Bastogne, during the war. She lived in the house I grew up in. She told me of the battle, how she and my grandparents, they had American soldiers living in the house with them. They were all cold and hungry, but the soldiers shared what they had.

"Mama told me," he continued, "that the room I grew up in was used to take care of wounded soldiers during the battle. My mama helped to care for them, though she was very young. She told me that she cared for four young men in that room. Three of them lived to see Patton come to the city. One died there, on December 20, 1944. Every year, she went to the church to light a candle for him on that day. She is gone now, my mama, but every year I go and light that candle and I take my son with me. When I am gone my son will go. We in Bastogne, we do not forget the sacrifice America made here for us."

My many frustrations melted away in the silence of the moments that followed. Julie had tears on her cheeks from what she had heard and I was on the verge myself. At that moment, this man, who moments before was a stranger, offered me his hand. His grip was strong yet friendly, like the grip of a long lost friend.

"I am Jacques," he said to me. "And you are?"

"Jim," I answered. "My name is Jim."

"Welcome home, Jim."

—James M. LeDuc

THREE-PEAT

The Third Time Is The Charm

The incredible machine on these pages is from a Denver, Colorado, bike shop called G-Spot Customs. The G stands for the shops owner, Geoff "G-Spot" Giles.

It seems that a guy named Woody stopped by Geoff's shop and after multiple builds, is now rolling down the road on this scoot. Just try to wipe the smile off of his face. G-Spot describes Woody as a "rich guy" plumber, who rides a lot.

Woody got this roller from Jesse Rooke and brought it to G-Spot three weeks before Sturgis saying, "I just have to ride this chopper." Woody also had the Rev-Tech Pandemonium motor, 5-speed gearbox and an Independent tank. He took his bike to Sturgis in bare metal the first year, but by Black Hills time the following year, Woody tore his bike apart and paid some guy to powdercoat it before he got G-Spot to put it back together. He rode it for a while but the original frame had around 4 inches of up stretch and Woody just didn't like its typical chopper ride. In the third

year, only six weeks before Sturgis, Woody brought it back to G-Spot and said, "I want this thing turned into a bobber that will handle nice and look bitchin'." Come again?

Woody's bike was back on the lift for the third time. G-Spot chopped the neck off and dropped the backbone 6 inches, but this new frame geometry would need a really short front section. Another G-Spot friend, Martino, had recently jettisoned his Rooke Cali Cruiser front end in favor of one of G-Spots' USD Showa forks kit, which allowed both guys to make the perfect trade. The Independent tank got a vigorous, circular re-working that began with G-Spot splitting it into many separate pieces before re-combining it into 2/3 fuel and 1/3 oil tank.

Among G-Spots' associates on this build, you'll find Mik the Stik, who not

only thinks he is Elvis, but is an avid Hot-Wheels collector, bass player and beer expert. You may not believe it, but these photos were snapped by yet another G-Spot, ner-do-well Curt Lout, who is often recognized as a beer thief.

G-Spot made the pipes and permanently mounted the cool bitch pad. According to G-Spot, "Only a real man can wear a pad like this every day and look cool doing it." Woody's latest

"Three-peat" bike is a pissed off, handcrafted motorcycle, which may be the only thing shared by G-Spot's bikes. Sure G-Spot built it three times, but he got paid for it three times, too.

When something feels this good, you keep on doing it. Which is our typing tap-dance from bike to this month's Fox Hunt Winner, the sexy Khristina, all the way from British Columbia. This tattooed cute Canuck didn't need three times to get it right. *—Cheeseit*

Owner: Todd Woodford
City: Littleton, Colorado
Fabrication: G-Spot Customs
Model: 2006 G-Spot Pan Rigid Custom
Time: 6 weeks
Chroming: none

ENGINE
Year/model: 2005/Rev-Tech Pandemonium
Displacement: 80 cubic inches
Cam: S&S
Carb: S&S Super E
Pipes: G-Spot Customs

TRANSMISSION
Year/make: 2005/Rev-Tech kick/electric

PAINT
Molding: Rich Olin
Painter: Rich Olin
Type/color: PPG/black with satin clear
Special paint: Rich Olin

FRAME
Year/make: 2005/Diamond Chassis
Type: rigid
Rake: 32 degrees
Stretch: 2 1/2 inches out
Shocks: none
Modifications: G-Spot Customs

ACCESSORIES
Bars: Jesse Rooke
Handlebar controls: Performance Machine
Fenders: G-Spot Customs
Headlight: Headwinds
Taillight: G-Spot Customs
Speedo: none
Pegs: Performance Machine
Foot controls: Performance Machine
Electrics: G-Spot Customs
Gas tank: G-Spot Customs
Oil tank: G-Spot Customs
Seat: Billy (Don't call me Bill) Murphy
Mirrors: none
Grips: Performance Machine

FRONT END
Type: Rooke Cali Cruiser
Extension: 2 inches under
Builder: Jesse Rooke
Modifications: G-Spot Customs

WHEELS
Hub: Performance Machine
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Exile
Photos: Curt Lout
Contact: G-Spot Customs
720-987-8717
www.gspotcustoms.com

J&P Cycles' Open House

You've gotta hand it to John and Jill Parham. They started off 28 years ago with a shop in a small town in Iowa, doing something they loved. Times were tough, funds were scarce, and John could be seen regularly at the Anamosa Hill Climbs, selling parts out of his van for some extra cash. One day, the Parhams decided to inventory all their extra parts around the shop and make up flyers to pass around at the local meets. At that time they didn't know it, but they had just printed the first J&P catalog, all on one sheet of paper.

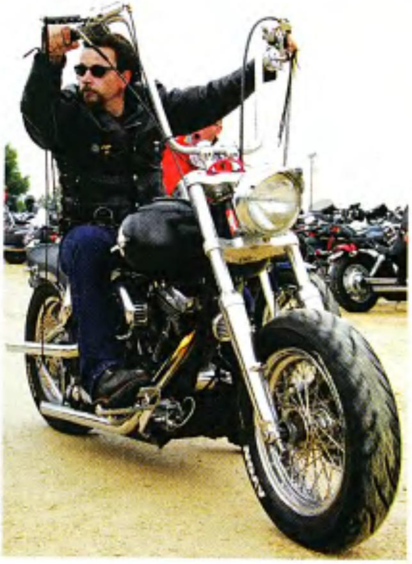
Jump ahead to the present day and that catalog is over 1,200 pages, but even though it is thicker than most hard cover books, it's still free! Instead of plastering the catalogs all over eastern Iowa, J&P makes them available for the taking at Sturgis, Daytona, Laconia and all the other major motorcycle rallies. John and Jill have also developed parts catalogs for vintage bikes, metric bikes and, most recently, launched a new sportbike catalog.

The Parhams know they never could have achieved such great success without their loyal customer base, so every year they set aside one Saturday in June to give something back. June 23 marked the day in 2007 that J&P held its 28th Annual Open House. The Parhams hoped for an increase in attendance from the previous year, which was estimated at 10,000 bikers. Although the skies across eastern Iowa were overcast all day, the nasty weather didn't deter the

loyal following that J&P has built over the years and attendance hit an all-time high of over 11,000 scooter tramps.

Big name vendors and celebrities on hand to meet and greet everyone helped draw the crowd. Companies such as Küryakyn, Drag Specialties, Biker's Choice and Arlen Ness all pulled in with their big show rigs, while other companies like Custom Chrome, Avon Tyres, Mustang Seats and Performance Machine had representatives on hand to press the flesh. Folks stood in line to get autographs and pictures with well-known bike builders Cory Ness and Roland Sands, but Michelle Smith of SPEED Channel's *American Thunder* seemed to steal some of the builder's thunder—maybe it has to do with her blonde hair, big tits and long legs.

The *Easyriders* Streamliner was also on display for all to see. This amazing machine held the World Land Speed Record



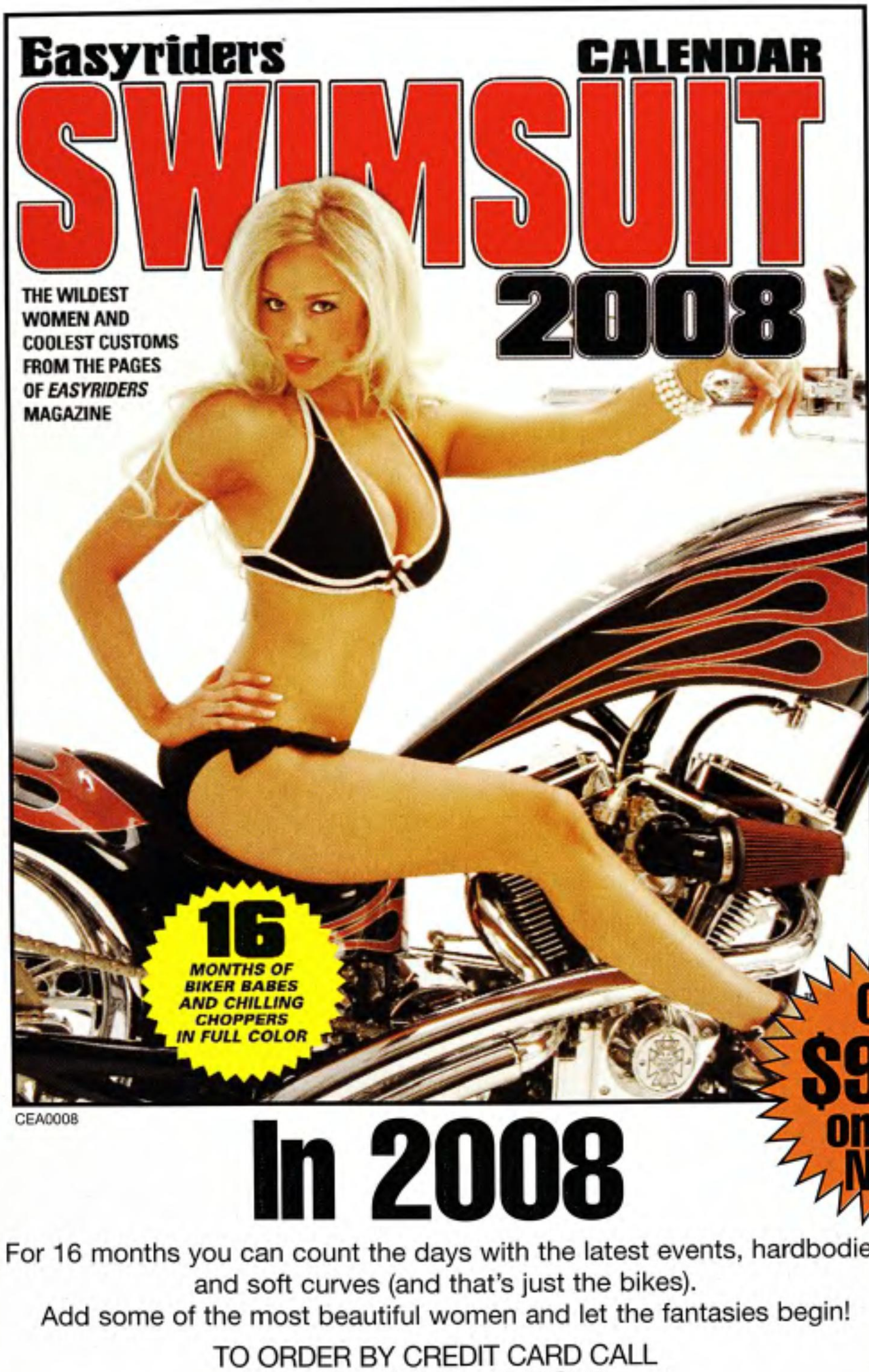
Photos: Nate Ullrich

on two wheels for 16 years. Pilot Dave Campos and crew chief Keith Ruxton were there to talk tech with speed freaks and grease monkeys. Right alongside the *Easyriders* Streamliner was J&P's own streamliner, which holds the AMA record in the 1,350cc pushrod gas class.

The J&P Open House extravaganza featured a motorcycle rodeo, ride-in bike show, Xtreme Team stunt show, Radical Cycles' Dyno, free food and drink for the masses and over $4,000 in door prizes. The silent auction raised over $4,600 for the National Motorcycle Museum and Hall of Fame.

This year's open house was an overwhelming success and the folks at J&P Cycles want to send out a big "Thank You" to all that attended. Be sure to mark your calendar for next year's open house on June 28, 2008. —*Natanic*

Indulge Your Fantasies



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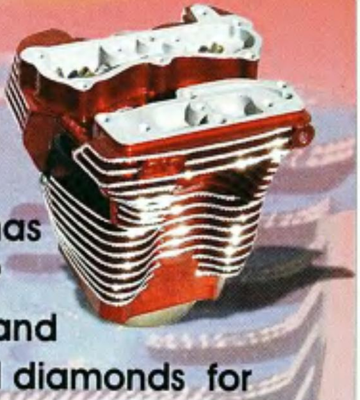

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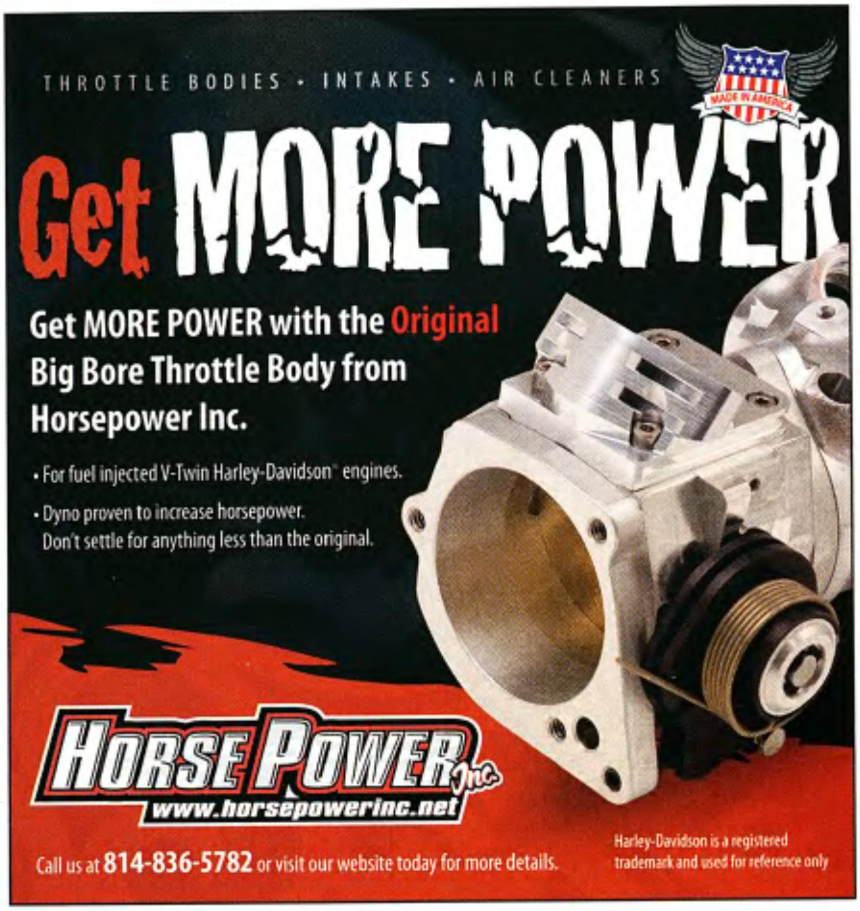
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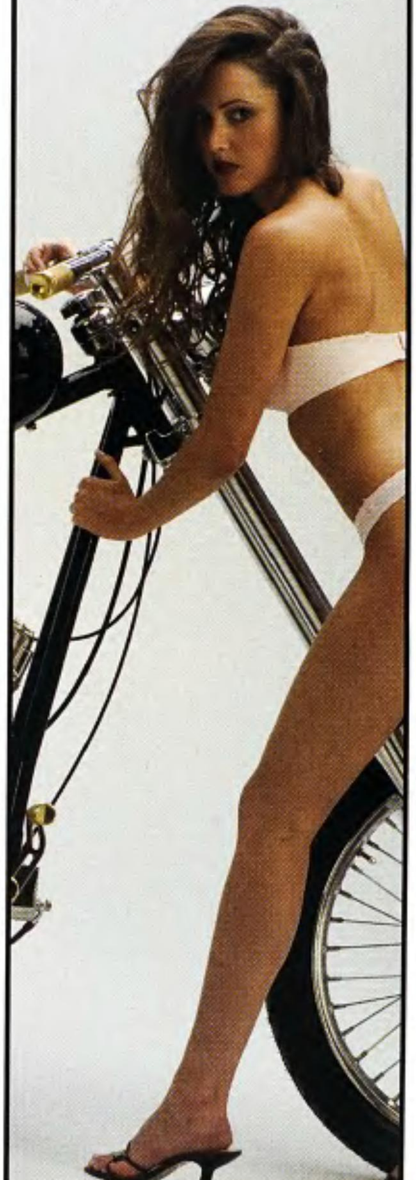

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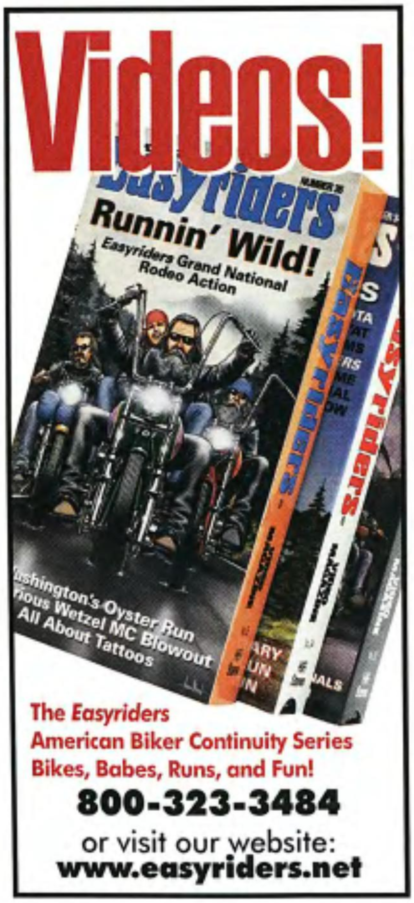
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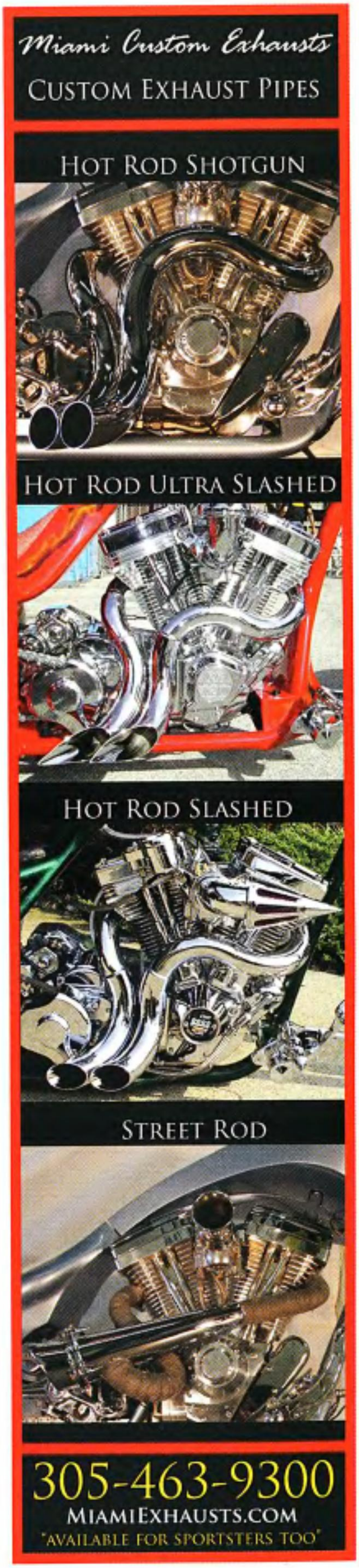
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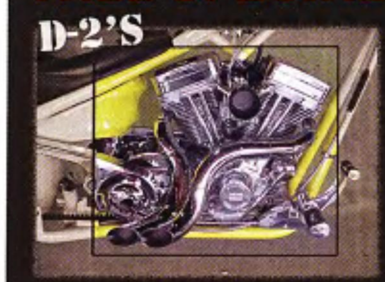

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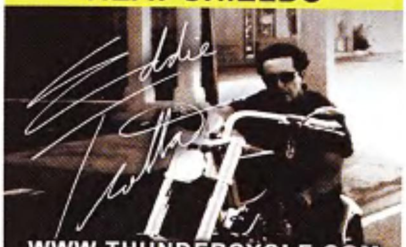

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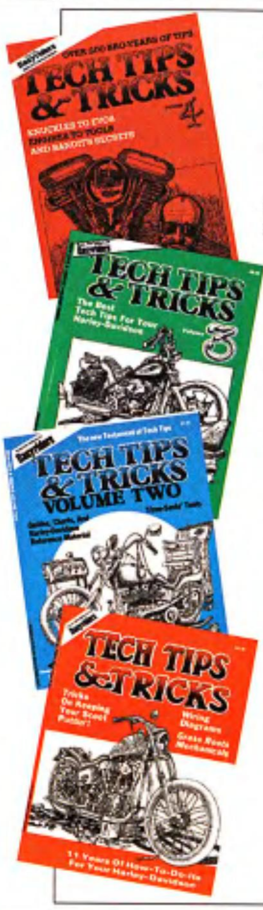

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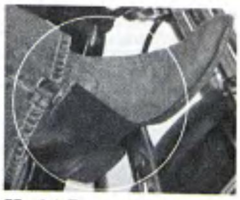

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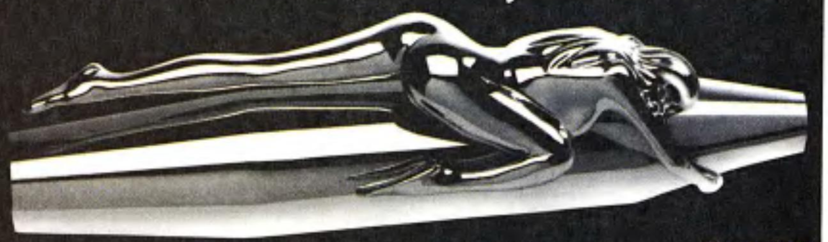

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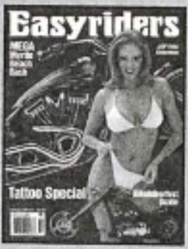

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1997									291	292		
1998			297		299							
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2001					335		337	338		340	341	
2002		344					349	350	351		353	354
2003	355	356			359	360	361	362	363	364		366
2004	367	368	369	370	371	372	373	374	375	376	377	378
2005	379	380	381	382	383	384	385	386	387	388	389	390
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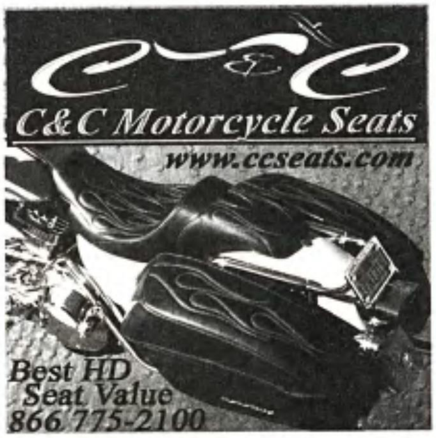
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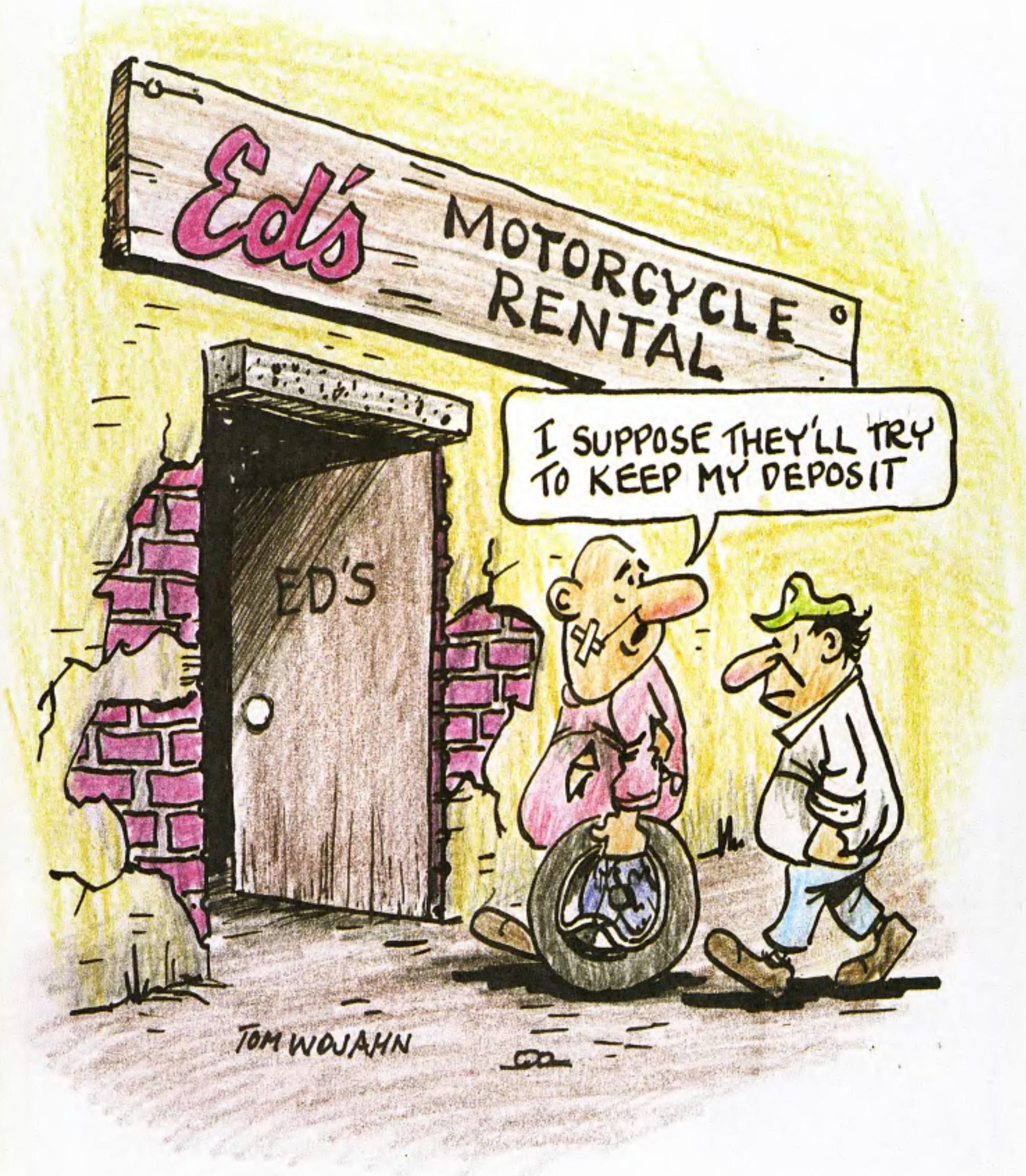
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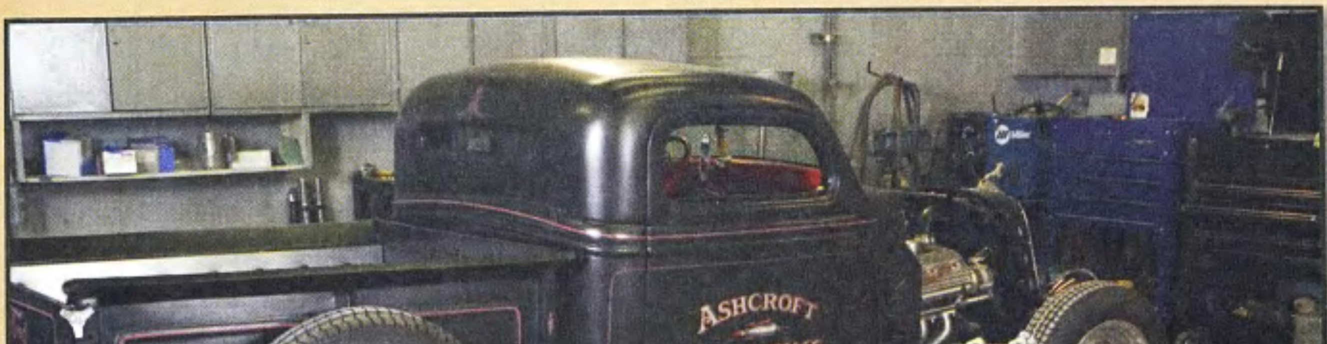

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—Kit Maira

EASYRIDERS' GUIDE TO SUSPENSION

H-D PREMIUM PROFILE LOW REAR SUSPENSION KIT

Introduced as original equipment on the 2008 FXDF Fat Bob, the Premium Profile Low Rear Suspension Kit ($399.95) from Harley-Davidson features custom rear shocks that lower the seat height of a 2007-later Dyna by approximately one inch. The rear shock and spring is completely covered with mirror-polished and chrome-plated sleeve for a sleek, beefy look. This kit does not lower FXDF, FXDL or FXDB models. Installation requires separate purchase of chrome belt guard kit. Does not fit with detachable saddlebag kit.

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Drag Specialties; www.dragspecialties.com

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In an effort to offer more competitive pricing in 2008, The Legend Air compact L3 and L9 systems for Softails have more to offer at an attractive price. These fully enclosed units now include a handlebar-mounted control in black or optional chrome and new plug and play wiring. These improvements reduce an already short installation time and make operation and adjustments within thumb's reach. The manufacturer's suggested retail price is $1,600 - $1,800

Independent Cycle, Inc.; 605-737-4200; www.independentcycleinc.com

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Progressive Suspension; 877-690-7411; www.progressivesuspension.com

KENDON DROPPED ROCKERS FOR HARLEY SPRINGERS

Looking to give your Harley Springer equipped machine an attitude adjustment? If so, you need to get your hands on a set of these slick lowered rocker arms being produced by KT Components. Precision machined from virgin aircraft quality 6061-T6 billet aluminum, the new arms are a direct replacement for stock lower rockers used on '97-to-present Springer and Heritage Springer models and custom springers with the same specifications. Installation is straight forward and quick using your current front end's assembly hardware. Polished to a mirror finish, the KT

lowered rockers will drop the bikes height 1-inch from stock giving your scooter that sought after slammed, lean and mean stance.

KT Components; 714-630-7144; www.kendonusa.com

DETROIT BROS. INSANITREES

These narrow triple trees are the latest offering from the Brothers Detroit. These take 39mm Sportster fork legs and feature a 1-inch neck stem,so they will work with your big twin frame. Plus they are a full clamp-on style. These trees are available in raw or polished aluminum. Prices start at $449.99.

Detroit Bros.; 866-DET-BROS; www.DetroitBros.com

COVINGTONS CUSTOMS FINNED TRIPLE TREES

Covingtons Customs' new parts line-up is now complete with their CNC-machined billet aluminum triple trees. The trees fit FLST, FLSTF and FLSTC with a built in 3-degree rake and work with stock tins and nacelle. They are available in three styles: finned chrome or finned black, as well as smooth. Made right here in the USA.

Covingtons Customs; 580-256-2939; www.covingtonscustoms.com

KODLIN CHROME FORK LEG ASSEMBLIES

The Fred Kodlin fork leg assemblies *(below)* feature chrome billet 69mm diameter lower fork tube covers with hidden brake line routing for AN3 brake lines to match the upper covers and triple trees. The fork assemblies are offered in stock length up to 12 inches over stock. They include chrome billet fender mounts, single disc mount for 1984 thru 1999 brake calipers, and smooth hidden axle covers. The Kodlin fork assemblies retail for $999 to $1,499.

Custom Chrome; www.customchrome.com

KEWLMETAL RAKED TRIPLE TREES

This bolt-on kit will rake your front forks to 45 degrees and maintain correct trail numbers. The manufacturer says the engineering geometry of this set-up results in the front end being lighter than stock at both low speed and high speed. High speed stability is excellent. This kit transforms the look of your bike with no welding required. Installation time is about eight hours in your garage. Available to fit the Harley-Davidson FLST, Victory Vegas 8 Ball, Kingpin, Hammer, Jackpot, Honda VTX1800 C, R, N and F models, VTX1300C, R, S Models and Boss Hoss.

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Get a little lower with V-Twin Manufacturing's full lowering kits for H-D Softail models. The kit comes complete with shorter damper rods, a 1-inch shorter kickstand and an adjustable rear shock lowering set. The front of an FXST is lowered 2 1/2 inches and 2 inches on FLST models. The rear is adjustable up to 1 1/2 inches on 2000 up models and up to

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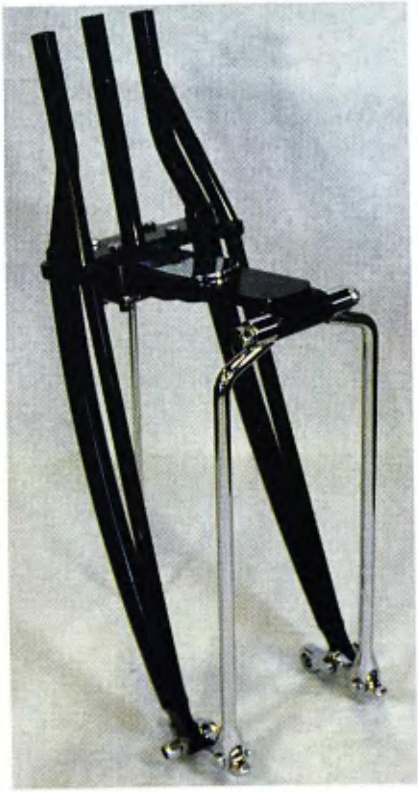
3 GUYZ Customs stainless steel springer is assembled using CNC-machined components, and one hundred percent heat treated PH stainless steel, even the springs, and is show-polished to give builders a truly unique front end to accent their projects. This springer is specifically fitted to the builder's chosen frame dimensions and is available in any length, wide or narrow. 3 Guys optimizes the trail for each application ordered. For $3,495, it is shipped crated (complete with a stainless steel axle) and ready to install onto your frame. 3 GUYZ Customs also offers a Builder's Springer in raw steel finish and stainless hardware at $795 retail.

3 GUYZ Customs; 503-645-4898; www.3guyz.com



KIWI LEAF SPRING FORK

Kiwi Motor Cycle Company's leaf spring forks come with a 1-inch neck stem for a direct no fuss fit to Harley and aftermarket frames, and they accept wheels from 16- to 23-inch diameters. A top crown is offered as an option to accept any style aftermarket handlebars. Kiwi's forks are made in-house with extensive jigging and are TIG welded for the highest quality possible. They can be found on many award-winning bikes around the world. Forks come in bare steel finish and can accept left- or right-side brakes.

Kiwi Indian Motor Cycle Company; 800-601-KIWI; www.KiwiMotorCycles.com

FULL RADIUS BILLET TRIPLE TREES

LifeStyle Cycles Signature Series Full Radius Triple Trees are milled from high quality billet aluminum and are chromed or polished to a high luster. They come complete with upper and lower trees and a full radius milling giving them a clean, super smooth look all the way around. They feature a 6-degree rake and have been drilled for internal stops (sold separately) to help preserve that clean look throughout and are available in either polished or chromed finish.

LifeStyle Cycles; 714-490-0155; www.lifestylecycles.com

SLAM YOUR RIDE

Licks Cycles new Short Shocks are developed specifically to maintain ride comfort while lowering the rear stance. These shocks are available in two sizes. The 10-inch Short Shock is designed for use on 1988 and later Sportster, FXR, FLT, V-Rod and Baggers. Metric cruisers are offered the same heavy-duty hydraulic configuration in a 10 1/2-inch shock that fits VTX1800, VTX 1300, Shadow and comparable machines. Licks' Short Shocks offer direct bolt-on installation for specified machines, feature a durable, show quality chrome finish and retail for just $199 per pair.

Licks Cycles; 888-522-8191 ; www.lickscycles.com

MEAN STREET'S AVALON

Mean Street Products offer a large selection of custom billet forks which are

available in all finishes, lengths and raked triple clamps. The elegant Avalon is sculpted from solid billet and offers raked triple clamps in 3-, 5-, 6- and 7-degree increments. In addition, Avalon is available in most any custom length and offered in beautiful chrome, black and polish finishes.

Mean Street Products; 915-592-6887; www.meanstreetproducts.com

ADJUSTABLE HARMAN GIRDER

Executive Choppers has recently released an updated version of the revolutionary Harman Girder. This amazing girder has been redesigned with an adjustable rake plate built into the lower web where the bottom tree bolts to the fork. This adjustment allows rake in the front end to be set at 0, 3 or 6 degrees. The original Harman girder was designed by Bill Holland and John Harman with 6 degrees. Harman girders feature 1 1/4-inch 4130 Chrome-moly front legs, 1-inch 4130 rear legs, and the triple trees are 1 1/4-inch thick billet steel machined to fit standard handlebar risers. Famous for their light handling and flop-free qualities, the Harman/Holland girder features unique design and geometry found on no other front end.

Executive Choppers; 916-780-6508 ; www.executivechoppers.com

NITRO SHOCKS IN COLORS

Hagon Products' stainless steel Nitro adjustable shocks are available with gold, blue and silver anodized accents in addition to matte black. Nitros feature stainless bodies and springs, 10-position damping adjustment, high-tech shim stack for improved damping control, hard chrome piston rod and threaded spring preload collar. Fully rebuildable NITROS are U.K. made and carry a

two-year unlimited mileage warranty. Lengths from 11.4 inches to 14.6 inches make customizing a breeze. MSRP is $509 a pair from the USA distributors.

Dave Quinn Motorcycles Inc.; 203-393-2651; www.davequinnmotorcycles.com

SIMPLIFIED AIR SUSPENSION

Simplified Air Suspension from CCCS, Inc. solves problems with air rides and simplifies the install. Stay EPA-compliant on stock H-Ds by not having to move canisters to make room for an ugly compressor. The compressor is internal so you don't have to worry about where to mount it. There are no hoses to run and no fittings to fail. Use just four bolts and a wire harness for your switch and installation is done. The SAS system allows approximately 4 inches of travel at the swingarm. The SAS-00 fits most frame configurations. The SAS-99 fits 1999 and earlier Softail frames. MSRP: $1,649.

Custom Cycle Control Systems; 866-439-2129; www.CustomCycleControls.com

ADJUSTABLE RAKE TRIPLE TREES

Eurocomponents' billet adjustable triple trees fit all Softail models with 41mm fork tubes and all Sportster and Dyna models with 39mm fork tubes. For the 39mm version, a full conversion kit with wheel axle, disc spacer, fender spacers and all necessary hardware is sold separately. They can be set at +0, +2, +4, +6, +8, +10 degrees of rake. Eurocomponents supplies all the necessary information on how to find the perfect trail of your bike in order to avoid speed wobble. Trees are available also with fixed built-in rake. They come

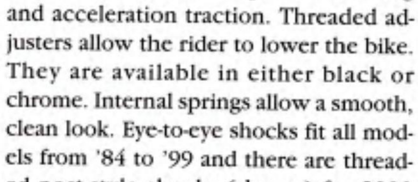
chromed, polished or black.

Eurocomponents, Inc; 386-236-1210; www.eurocomponentsUSA.com

WORKS AIR SHOCKS FOR SOFTAILS

Works air shocks are designed to run flat in an emergency. If there is loss of pressure, the bike can be ridden at a reduced speed to get to a safe haven. The manufacturer says their shocks for Softails smooth the ride and improve cornering and acceleration traction. Threaded adjusters allow the rider to lower the bike. They are available in either black or chrome. Internal springs allow a smooth, clean look. Eye-to-eye shocks fit all models from '84 to '99 and there are threaded post-style shocks (shown) for 2000 and later models. Prices are $509 for black and $599 for chrome.

Works Performance Products, Inc.; 818-701-1010; www.worksperformance.com



FLT/FXR SWINGARM RETROFIT KIT

This conversion kit from Custom Cycle Engineering replaces the stock Cleve Bloc swingarm bushings with spherical bearings. The conversion covers all FLT and FXR models from 1980-2001.The upgrade to new spherical bearings is said to reduce "sticksion" at the swingarm pivot

and also minimize lateral movement in the swingarm. CCE says that the use of this product will result in better handling and a more stable ride.

Custom Cycle Engineering; 800-472-9253; www.customcycleengineering.com

PRO-ONE BILLET FORKS

Pro-One forks feature hard chromed 41mm tubes in popular lengths, chrome and black billet lower legs, contoured billet triple trees with or without directionals, custom flush mount axle, handlebar damper kit and all necessary hardware. There are a variety of popular tube lengths and lower legs in Standard, Missile and Rocket styles. The new front ends are set up for single-disc applications and are easily converted for duals with the use of a Pro-One dual disc conversion kit. Pro-One also offers their own universal fork stop and internal lock kits. Pricing starts at just $799.

Pro-One; 800-884-4173; www.pro-one.com

BOBZILLA SPRINGER FORK

The Bobzilla springer from Choppers Inc. is a replica of the early leaf spring forks used on legendary motorcycles such as Indian and Excelsior. Billy has been using these early leaf spring forks since 1998, when he built "Devil in a Red Dress." Billy modernized the design, eliminating the

use of the weak, heavy, and unsightly castings. Because of the tuned leaf springs, Bobzilla Springers offer a soft ride with none of the bounce experienced with conventional springer forks.

Choppers Inc.; 321-757-7262; www.choppersinc.com

TRACKTION MASTER

True-Track, says that their Tracktion Master can turn your bagger into a road racer with technology that gives lateral and forward control to virtually eliminate wobble and instability on Harley-Davidson touring models. Intended for larger cubic inch motors, the added triangular anchor allows for spectacular control. It anchors to the rear of the transmission oil pan and mounts to the cross member. The manufacturer's suggested list price on the unit is $498.

True-Track ; 818-623-0697

Ron Coddaire
Rehoboth, Massachusetts
1956 Panhead

Ron and his identical twin, Don, have been around motorcycles for their entire lives. In fact, back in the early '70s, they each had a bike shop in adjoining towns, at the same time. "He did metal and frame modifications plus paint and I did the mechanical part," explains Ron. "In other words, he painted 'em and I put 'em together."

But alcohol and drugs took over and they both drifted away from motorcycles, ending up in a flophouse, according to Ron. Luckily, they finally cleaned up their act and now share a farmhouse from the 1860s out in the boonies of Massachusetts. "After several years of living in the woods, my brother and I decided to build a bike," says Ron matter-of-factly.

Being in their 60s and on disability, it was rough going at first. "We did repair work on bikes, Don painted occasionally and we set up at swap meets," Ron explains their effort to get the cash to build this bike. As in olden times, Don did the fabrication and painted the bike, while Ron lists himself as "builder" and "owner." The motor is a 1956 Sifton 102-incher with ported heads and Manley valves, heavy-duty valve springs, shaved shovelhead flywheels and standard bore. The 1948 rigid frame is raked 6 inches at the neck and mated to 6-inch-over tubes. Of course, the tranny is a 4-speed with FX gears and hooked up to an original Jockey shift pedal.

The twins had the motor done at Cape Cod Choppers and give credit to Chaz's Autobody, Big Jugs, Ron's Pit Stop, and Roth Racing for additional work. But why am I even telling you Ron and Don's hard-luck story? I just know there's got to be a moral in there somewhere…

—Tripper

Photos: Owner

ReadersRides

Photos: Owner

Pete Beck
Augusta, Georgia
1986 FXSTC

"There isn't anything singularly significant about the appearance of this bike," Pete tells us about his pride and joy. Then why are we showing it to you in this dramatic fashion, you might ask? One has to look beyond the obvious and see what's behind the proverbial curtain which, in this case, would be a beautiful rendering of Snuffy Smith, one of America's beloved old-time cartoon characters.

Of course, Snuffy didn't build this bike. In true fashion, he just sits there with his jug of moonshine and enjoys the fruit of other people's labor. One wonders if Snuffy has picked up on some of the subtle modifications Pete, no "shif'less skonk" himself, has undertaken here. "Most RUBs don't notice them," Pete says, but Snuffy is no RUB. Snuffy might tell ya that you'd have to be "tetched in the haid" if you didn't see some of the more obvious goodies on this here scoot. We're talkin' items such as the drag bars, skull head levers, braided lines and cables, as well as the stretched gas tanks with their custom graphics and pop-up gas caps, plus the Mikuni carb underneath and the Daytona Twin Tech ignition.

But it's looking at the less obvious items that might go unnoticed by the rest of Hootin' Holler's residents—stuff like the conversion to a chain drive so Pete could get a 160 rear tire on its RC solid wheel twixt the rear forks. Then there's the wide rear fender struts with the Wernimont rear fender atop, for which Pete even made a die to form the fender for the Deuce taillight.

There's plenty more, but let's just summarize it by quoting Pete, who says, "Most of the changes were made without the bike being down for a long time or tying up too much money. I like working on it, but I don't like to wait."

With the exception of the "working on it" part, it's safe to assume that ol' Snuffy would approve.

—Tripper

Photo: Found on the web.

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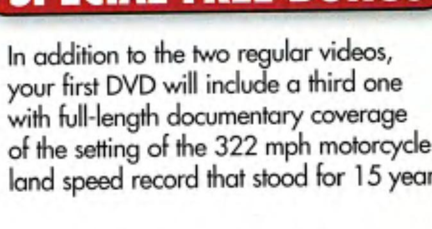

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everyday rider

Demo Deluxe

An Eastside Harley Signature Series Classic

Eastside Harley-Davidson in Bellevue, Washington, treats its people right. About a dozen or so times a year, various department heads get to pick a bike out of stock and go to town with it, so to speak. They can customize that new Harley to their heart's content. The bike then becomes its builder's personal demo ride, a sweet deal. Pretty sweet for Eastside's customers, too. If they like what they see, they can sign on the bottom line and take a brand-new and already customized Harley home.

Scott Cook, Eastside's sales manager, put this Road King Classic through that process. He chose this one for his re-do project, he says, because it came factory equipped with cruise control. That easy-rolling highway aid wasn't all that was on Scott's "must have" list either. Careful perusing of the aftermarket and Harley's own accessory catalogs turned up plenty of good looking bolt-ons to transform the King Classic from ho-hum stock to something decidedly not. It didn't take long to make the changes, maybe a month or a

month-and-a-half total, most of that time spent waiting for paint, waiting for some of the specialty parts to arrive or for the stock ones to get back from the chrome shop. And that's all that really went on here. Scott's eye-popping Classic is a box-stock Harley with nothing more than bolt-ons and paint.

This is customizing simplicity itself. To begin the job, all the sheet metal came off and went straight to Jesse Welch at Trick Paint. "I wanted old-school," Scott says. "I had Jesse do flames that would look right at home on a '57 Chevy. White to yellow to orange to red, all outlined with blue pinstriping." The guys at Eastside had swapped the stock soft bags for the hard ones Jesse was flaming and they slipped on a pair of Performance Machine's Five-Spoke Vintage wheels. "That 21 incher really filled the front fender," Scott says. That fender, by the way, is a standard H-D part; it comes from a Road King Custom. And the fender swap, along with some hole filling after the installation of a Cycle Vision taillight, is about the sum total of the sheet metal work.

A trip through Eastside's engine room opened up the bike's 96-inch Twin Cam to a 103 and the exhaust hooked to that big-bore twin is an early CFR bagger system. They're straight-through pipes that rumble and rap with authority. As a final touch, Scott eased a Corbin seat on and lowered the bike 1-inch, front and rear.

Things don't get much easier, or cooler. That's not to say all this was dirt cheap. It wasn't. The biggest expense, other than paint, is the wheels. In any case, here's an everyday rider most anyone could duplicate and step right into—while still keeping a full factory warranty. One Eastside customer saw the benefits fast. A guy from Microsoft bought this one shortly after Scott finished up the final rub out. "I didn't get to put many miles on it," he says, basically just keeping the bike long enough to get this brand-new custom nicely tuned and sorted. Long enough, also, for some of Eastside Harley's other customers to see what can be done with a factory bike, some imagination and a handful of parts.

—Joe Kress

Owner: Eastside Harley-Davidson/Buell
City: Bellevue, Washington

GENERAL
Designer: Eastside Harley-Davidson
Fabrication: Eastside Harley-Davidson
Year/make: 2007 Harley-Davidson
Model: FLHRC
Assembly: Camron Hale, Brian Marsh
Time: 4 weeks
Chroming: Art Brass

ENGINE
Year/make: 2007 Harley-Davidson Twin Cam
Rebuilder: Camron Hale
Displacement: 103 cubic inches
Ignition: Harley-Davidson Race Tuner
Cam: Harley-Davidson
Carb: fuel injected
Air cleaner: Screamin' Eagle
Pipes: Vance & Hines

TRANSMISSION
Year/make: 2007 Harley-Davidson
Shifting: 6-speed

PAINTING
Painter: Jesse Welch/Trick Paint
Color: black w/flames

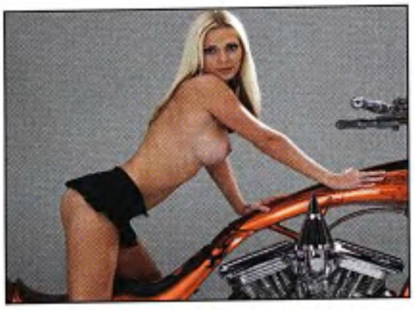
FRAME
Year/make: 2007 Harley-Davidson
Type: FL
Rake: stock
Stretch: none
Shocks: lowered 1 inch

ACCESSORIES
Handlebars: Fat Bars
Handlebar controls: Harley-Davidson
Fenders: Harley-Davidson
Headlight: Harley-Davidson
Taillight: RWD
Speedo: Harley-Davidson/Tach-Speedo Combo
Pegs: Harley-Davidson
Foot controls: Harley-Davidson
Gas tank: Harley-Davidson
Oil tank: Harley-Davidson
Seat: Corbin
Mirrors: Ness
Grips: Performance Machine

FRONT END
Type: Harley-Davidson, 1-inch under
Builder: Harley-Davidson/Eastside Harley

WHEELS
Make: Performance Machine
Size: 21-inch front, 18-inch rear
Tires: Metzeler, 120 front/ 160 rear
Brakes: Performance Machine
Photos: Pat Wright
Contact: Eastside Harley-Davidson
425-702-2000
www.eastsideharley.com

Coming At Ya



The April issue of *Easyriders* (No. 418) is burstin' with sick scoots from the likes of Ashcroft Motorcycles, Sickaso Cycles, Johnny Gil, Toce Brothers, Sucker Punch Sallys and an everyday bagger from Eastside Harley-Davidson.

Check out all the latest custom creations at the 2008 Pomona Bike Show, ride with us to the Illinois Freedom Run, and find out everything you need to survive Myrtle Beach in our Survival Guide.

Watch Paul Yaffe customize a bagger gas tank, and discover our aftermarket Guide to Tools and Lubricants.

All this and more is rockin' your way in the action-packed April issue of *Easyriders*.

On sale February 26th

The mighty March issue of *V-Twin* (No. 83) is packed to the rafters with eight outtasight custom bike features. Get our great Guide to Daytona Bike Week, visit J&P Cycle's Open House and ride to the Kansas City Sizzle. A True Road Tale takes you on a two-wheeled tour of North Carolina, we'll go inside the new S&S P motor and bring you an awesome Aftermarket Guide to Suspension products for your bike.

On sale February 12th

Biker's January issue brings you these big ol' titties on a tattooed lady on a sanitary shovel. We've also got some wild-assed spring rallies cuttin' loose.

On sale now

Jumping into 2008, March's *In The Wind* (No.132), begins our 30-year anniversary festivities. Join us for the 67th Sturgis Rally, with photos from staff and readers. You'll see H-D's latest long-range rider, the 105th Anniversary Ultra, with sultry Shana.

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